

THE
DIRECTORY &
CHRONICLE.
FOR CHINA, JAPAN, ETC.
1917 FIFTY-FIFTH ANNUAL ISSUE.
—
Patrons:
Large Copies ... \$11.00
Abridged ... 7.00
Orders should be sent to the
HONGKONG DAILY PRESS, LTD.

Hongkong Daily Press.

LATHE
7 inch Back geared, screw
cutting lathe, compound slide
rest, complete with self-
centering Chuck, face plates,
steady, and counter shaft.
PRICE \$1,550.
ALEX. ROSS & Co.,
Phone 27.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

No. 14,487. 號七十八百四千八萬一第 日十三月六年巳丁 HONGKONG, FRIDAY, AUGUST 17th, 1917. 五拜禮 號七十月八年六國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 275 lbs. net.
In Bags 550 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
784

AQUARIUS WATERS.

Shipped by the—

AQUARIUS CO.,

Shanghai.

SOLE AGENTS,

CALDBECK,
MACGREGOR & CO.

16, QUEEN'S ROAD CENTRAL.

Telephone No. 76

NEW CARTRIDGES.

BY popular English Manufacturers.
In all Bore and Sizes.

SMOKELESS POWDER AND CHILLED
SHOT. From No. 10 to 888G. at \$6, \$7 and
\$7.50 per 100. SPOOTING REQUISITES
and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

[833]

A LING & CO.

19 QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographs Goods of Every Description
in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1219.

[535]

PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 15 "
11.30 " " 12.45 p.m.	" " 15 "
12.45 p.m. to 1.15 " "	" " 10 "
1.15 " " 1.45 " "	" " 15 "
1.45 " " 2.15 " "	" " 10 "
2.15 " " 3.00 " "	" " 15 "
3.00 " " 3.30 " "	" " 10 "
NIGHT CARS	
8.50 p.m. and 9.00 p.m.	8.30 to 11.00 p.m.
Every Half-Hour.	
SUNDAYS.	
7.30 a.m.	
8.00 " " 10.00 a.m.	Every 15 minutes.
10.00 " " 11.00 " "	" " 10 "
11.30 " " 12.00 noon	" " 15 "
12.00 noon to 1.00 p.m.	" " 10 "
1.00 p.m. to 5.30 " "	" " 15 "
5.30 " " 6.00 " "	" " 10 "
6.00 " " 6.30 " "	" " 15 "
6.30 " " 8.00 " "	" " 10 "
8.00 " " 8.30 " "	" " 15 "
NIGHT CARS as on Week Days.	

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-table, but not
for special cars, can be obtained on applica-
tion at the Company's Office. No Season
Ticket will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Compro Order representing bank
notes.

JOHN D. HUMPHREYS & SON.

General Managers.

[48]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after TUESDAY, 5th June, 1917, until further Notice.

DOWN TRAINS.

Stations	No. 8 Through Express.	No. 5 Local Express.	No. 2 Through Express.	No. 9 Local Express.	No. 11 Through Express.	No. 12 Local Express.	No. 13 Through Express.	No. 14 Local Express.	No. 15 Through Express.	No. 16 Local Express.	No. 17 Through Express.	No. 18 Local Express.	No. 19 Through Express.
CANTON													
(Ta) Shun Tsz	7.30	8.35	12.35	4.10									
SHEN LUNG	8.40	11.15	1.40	4.25									
Shun Chun	10.15	12.35	4.30	11.45									
Sheng Shui	11.15	1.15	5.30	12.45									
Fanning	12.15	4.45	6.15	1.55									
Tai Po	1.25	5.55	7.25	3.05									
Shatin	1.45	6.15	7.45	3.25									
Fanmui	1.55	6.25	7.55	3.35									
Hung Hom	2.05	6.35	8.05	3.45									
KOWLOON	2.15	6.45	8.15	3.55									

UP TRAINS.

Stations	No. 10 Through Express.	No. 7 Local Express.	No. 3 Through Express.	No. 6 Local Express.	No. 4 Through Express.	No. 1 Local Express.	No. 11 Through Express.	No. 12 Local Express.	No. 13 Through Express.	No. 14 Local Express.	No. 15 Through Express.	No. 16 Local Express.	No. 17 Through Express.
Last Ferry													
Shatin	7.15	8.15	10.15	11.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Fanning	7.35	8.35	10.35	11.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35
Tai Po	7.55	8.55	10.55	11.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55
Sheng Shui	8.15	9.15	11.15	12.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15
SHEN LUNG	8.35	9.35	11.35	12.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35
Shun Chun	8.55	9.55	11.55	12.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55
Shun Tsz	9.15	10.15	12.15	1.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15
CANTON	9.35	10.35	12.35	1.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35

* Will stop at Tai Po and Sheng Shui to allow First-Class Passengers to alight,
on Notice being given to the guard.

SEA TAU KOK BRANCH.

	a.m.	a.m.	p.m.		a.m.	a.m.	p.m.
Fanning dep.	8.20	11.25	2.50	Shataukok dep.	10.00	1.30	5.00
Shataukok arr.	9.15	12.20	3.50	Fanning arr.	11.00	2.30	6.00

[782]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS AND TIMBER EXPERTS.
ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Philippine Hardwoods, Oregon Pine and
Japanese Oak in Logs and Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions.

Prices and Samples, on application.

Telegrams—Rosewood. Telephone No. 1463. P. O. Box No. 689.

[837]



MITSUBISHI DOCKYARD AND ENGINE WORKS.

IA, A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,
Manufacturers of Contrado Condensers, Stone's Manganese, Bronze Castings,
Person's Steam Turbines and Turbo-Alternators, etc., etc.

NAGASAKI.

TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI

GRAVING DOCKS AND PATENT SLIP.

	DOCK No. 1	DOCK No. 2	DOCK No. 3
Length on Keel Blocks	510 feet	250 "	714 feet
Width of Entrance on bottom	77 "	53 "	68 "
Water on Blocks at Spring Tide	39 "	34 "	44 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Cranes

KOBE.

TELEGRAPHIC ADDRESS: "DOCK" KOBE

FLOATING DOCKS

	No. 1	No. 2	No. 3
Lifting Power	7,000 tons	4,000 tons	12,000 tons
Max. Length of Ship taken in	480 feet	530 feet	530 feet
Max. Breadth of Ship taken in	58 "	58 "	58 "
Max. Draft of Ship taken in	22 "	22 "	22 "

HIKOSHIMA (Near Shimonoeki)

TELEGRAPHIC ADDRESS: "DOCK" SHIMONOSEKI

GRAVING DOCK

Length on Keel Blocks ... 285 feet 9 inch
Breadth at Entrance on bottom ... 53 " 0 "
Depth of Water on Blocks at Spring Tide ... 35 " 7 "
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE and HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execu-
tion of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

[717]

KAIPING COAL

FOR ALL

INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD., QUEEN'S

BUILDINGS HONGKONG, OR

KAILAN MINING ADMINISTRATION,

TIENTSIN, NORTH CHINA.

[2]

THEATRE ROYAL.

OPENING NIGHT!
SATURDAY, 25th AUGUST.

FRAWLEY COY.

NEW YORK AND LONDON STAR PERFORMERS.

REPERTOIRE OF SUCCESSES:

Peg O' My Heart. The Wolf.
Twin Beds. Paid In Full.
Under Cover. Jerry, etc., etc.

BOOKING AT MOUTRIE'S.

Curtain Rises at 9.15 p.m.

Prices \$3, \$2 and \$1.

[967]

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

Established 1835. Incorporated in Great Britain.

Total Assets exceed \$14,000,000.

FIRE, LIFE, MARINE, MOTOR CAR, PLATE GLASS, FIDELITY,
GUARANTEE AND LOSS OF PROFITS INSURANCE.
HONGKONG BRANCH
4, Des Vaux Road Central,
Tel. No. 300.

JOHN DE B. LANCASTER,
Acting Local Manager.

[785]

PACIFIC MAIL S.S. CO. U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "ECUADOR"	Sept. 12th.
S.S. "COLOMBIA"	Oct. 10th.

These Steamers have the most modern equipment including Overhead Electric Fans and
Electric Lighting, ALL LOWER BERTHS and large comfortable staterooms (all single
and two berth only).

The Safety and Comfort of Passengers is our first consideration.
Special care is given to the Cuisine, and the attendance on passengers cannot be
surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC
COAST SERVICE, LTD.
For further information, rates, literature, schedules, etc., apply to
COMPANY'S OFFICE in Alexandra Buildings, Charter Road

Telephone 141.

HOUSES TO LET

TO LET.

IMMEDIATE entry. Four very desirable
SHOPS, situated in Des Vaux Road,
opposite the Grand Hotel, recently recon-
structed.

For rent and other particulars apply to—
THE MANAGER,
HONGKONG ICE CO., LTD.,
46, Connaught Road Central.
[800]

TO LET.

"HOMESTEAD" No. 43, "PRAX"
Unfurnished, immediate possession,
for 3 months.
FLATS, "Wild Doll Buildings," Wanchoi.
HOUSES and FLATS, Gap Road.
Apply to—
SANG KEE,
Care of COMPTON'S DEPT.,
HONGKONG and SHANGHAI BANKING
CORPORATION.
[894]

TO LET.

OFFICES at 4, Connaught Road Cen-
tral.
OFFICE in King's Buildings.
HOUSES in Broadwood and Moreton
Terraces.
HOUSES on Shamone, Canton.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
[89]

TO LET.

NO. 26, BELLIOS TERRACE
No. 2 FAIRVIEW, Kowloon.
ONE GODOWN in Duddell Street.
Apply to—
LINETRAD & DAVID,
2nd Floor, Alexandra Buildings.
[89]

TO LET.

FLAT in Nathan Road, Kowloon.
No. 5, MINDEN VILLAS, Kowloon, 5
ROOMS, with Tennis Court. From 1st Oct. over
next.

FOUR ROOMED-HOUSES in Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.,
Alexandra Buildings.
[841]

WANTED.

A HOUSE or WHOLE FLOOR with
about 10 Rooms in a central location.
Please apply to—
Box No. 1,
Care of "Daily Press" Office.
787

FOR SALE.

PACKETS OF PORTUGUESE POSTAGE
STAMPS (no duplicate) containing:
40 Stamps for \$1.00 80 Stamps for \$2.75
50 " " 1.25 90 " " 3.25
60 " " 1.75 100 " " 4.00
70 " " 2.25

GRACA & CO.

No. 4 WYNDHAM STREET,
HONGKONG.

ON SALE.

HONGKONG HANBARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session, 1916.
REVISED BY THE MEMBERS.
PRICE ...
DAILY PRESS OFFICE

HOTELS

THE HONGKONG HOTEL, AND GRILL ROOM.

(J. H. TAGGART,
Manager.)

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNDRY MEETS ALL REQUIREMENTS.

Telephone No. 378.

Tel. Address: "VICTORIA."

J. WITCHELL,
Manager.

[128]

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Telephone
in every Room, prompt connection maintained
by six lines to Central.

Fifteen minutes from Principal Landing
Stage. Moderate Tariff and Excellent Cuisine.
Roof Garden, and Social Rooms. European
Banner meets Steamers.

P. O. FEUSTER,
Manager.

[118]

THE VICTORIA HOTEL CANTON.

Situated on the British Concession,
Shameen.

The only European Hotel in
Canton.

Guides and Chairs provided.
Every information and special
attention given to Tourists.

Reasonable Rates.
Under the personal Management
of Mr. and Mrs. Geo. B. BYLES.

[736]



MITSUBISHI GOSHI KWAISHA

(Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE

KISHIDAKE, YOSHINOTANI, HOJO,

NAMAZUTA, SAGO, KANADA,

SHINNEW, KAMIYAMADA, BIBAI

AND OYUBARI COALFIELDS.

AGENT FOR SAKITO COAL.

HEAD OFFICE:—

INTIMATIONS

VICTROLA



A Living source of pleasure for everybody every day.

MOUTRIE'S

EXCLUSIVE AGENTS.

[28-5]

FOR ONE WEEK ONLY.

SALE

OF ODDMENTS AND SHOP SOILED GOODS.

This Sale is planned to clear all oddments and counter-soiled goods, and for this we have made a careful inspection of the whole of our stock, taking out any articles the least damaged and all odd and broken ranges.

MACKINTOSH

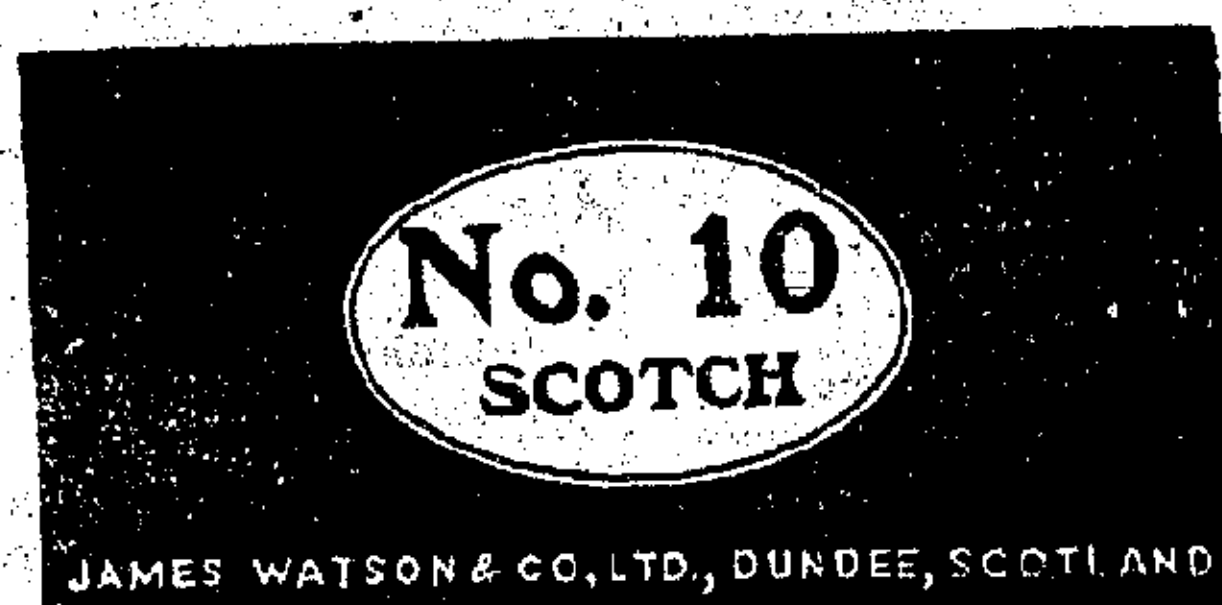
& CO., LTD.

Men's Wear Specialists,

16, DES VŒUX ROAD.

TELEPHONE 29

[18]



JAMES WATSON & CO., LTD., DUNDEE, SCOTLAND

WHY SHOULD ONE DRINK
No. 10 WHISKY?

BECAUSE ONE OUGHT.

DONNELLY & WHYTE,

SOLE AGENTS.

TELEPHONE No. 636.

[95]

UNDERWOOD No. 5 ... \$140

REMINGTON No. 10 ... \$120

ROYAL No. 5 ... \$120

Machines are in first class condition and ready for immediate delivery.

Apply—

WILLEM HEYBLOM,

POWELL'S BUILDING.

PHONE: 1687.

GERMAN LIQUIDATIONS.

CLAIM IN THE HONGKONG SUMMARY COURT.

In the Hongkong Summary Court yesterday, Mr. E. A. M. Williams sued Diss Bros., tailors, of 1, Wyndham Street, and also Arthur Diss, of the same address. The claim was for \$354.72.

Plaintiff claimed, as liquidator of Drs. Muller, Just and Hoch, against the first defendants, and alternatively against the second defendant, as drawers, or drawer, of a cheque for \$291, dated 30th September, 1914, payable to the order of Drs. Muller, Just and Hoch, which cheque, on presentation, was returned by the Hongkong and Shanghai Banking Corporation (the bank on which the cheque was drawn), accompanied by a memorandum "refer to drawer."

Plaintiff also claimed interest on the amount of the said cheque at 8 per cent. from 30th October, 1914 (on or before which date the cheque was presented for payment) until the present time. The principal due is \$291, and interest, \$63.72, making a total of \$354.72.

Plaintiff also claimed interest at the rate of 8 per cent. on the sum of \$291 from the present date until payment, or judgment.

Mr. R. E. Mattingley (Messrs. Deacon, Looker, Deacon & Harston) was for plaintiff, and Mr. R. C. Faithfull appeared on behalf of the defendants.

"At the outset, Mr. Faithfull said he had asked for Mr. Williams to be present, but he was not in Court, and he had several questions to put to him. When he wrote to Mr. Mattingley saying he would like Mr. Williams to be present in Court, he was informed that Mr. Williams was a very busy man. It was important, from his (Mr. Faithfull) point of view, that Mr. Williams should be present."

The Puisse Judge said there might be no reason for plaintiff to be present. If Mr. Faithfull wished to call him later on he could ask for an adjournment.

Mr. Mattingley said he wished to refer to what his friend had called a preliminary objection. He had told Mr. Faithfull from the inception of the proceedings that the point involved was mainly a legal one, and gave him notice to admit the facts so that the case could be shortened by confining themselves to the legal point.

Last Friday he told me that he would require the plaintiff, but I told him I should not produce him. At the same time my friend informed me that he had written me saying that he would require him to be produced. He had done nothing of the sort."

Subsequently, Mr. Mattingley submitted that Mr. Faithfull had been extremely offensive throughout the case. He objected to being accused of sharp practice. He thought the defence was a shabby one and was unworthy for any man to put forward. The solicitor added that he had also been classed as suing on behalf of German clients.

The Puisse Judge—You are suing on behalf of the liquidator, and, by that, indirectly on behalf of the King.

Mr. Mattingley added that the cheque was given in August, 1914, by Messrs. Diss Brothers to the German doctors. It was a post-dated cheque. On being presented it was returned dishonoured by the bank. The plaintiff knew nothing about the circumstances and only came on the scene afterwards as liquidator. The point in dispute was solely a legal one. The special defence was that there was no consideration for the cheque, but all he had to do was to prove the signature and the endorsement and his case was complete. The onus about consideration was on his friend to prove.

His Lordship—That is for the defence.

Mr. Mattingley proceeded to argue that plaintiff, in a case of a negotiable instrument, need not prove consideration. The defendant's solicitor had admitted that the plaintiff was the liquidator, that he had obtained permission to institute that cause, that the cheque referred to was presented and dishonoured by the Hongkong and Shanghai Bank, that the signature "Diss Brothers" was written by Arthur C. Diss, the second defendant, and that the endorsement on the cheque was written by one of the doctors before the cheque was presented. Certain correspondence had passed. When the plaintiff wrote to the defendants saying that the cheque had been dishonoured, the reply was a very curt one. It stated:—

(Continued at foot of next column.)

CORRESPONDENCE.

MOTOR-CARS AGAIN.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir: I noticed in your yesterday's issue that another motor-car accident had occurred at the very site which, as I have pointed out several times, frequent accidents have taken place, viz., the entrance to Wanchai Road. I have repeatedly stated in your columns that motor-cars ought not to be allowed to run in that district except dead slow, but the police seem to be quite indifferent as to the speed run by the chauffeurs, hence ceaseless accidents cannot be prevented. Wanchai Road is quite unsuitable for motor vehicles; they should drive along the Praya East, which is more spacious.

I hope some drastic measures will be taken at once to prevent the recurrence of accidents to pedestrians in that crowded district. Yours truly,

OBSERVER.

Hongkong, August 16th.

are not in a favourable position to meet the amount owing to bad business and difficulty in getting in accounts. We will advise you when to present the cheque to the bank." That said nothing about a refusal to pay the cheque ultimately. There was no reply to another letter, and eventually proceedings were commenced. With the facts admitted, that was his case.

Mr. Faithfull here remarked that he wanted to deny that he had been in any way offensive to his friend.

His Lordship—I am sure you did not mean to be.

Mr. Faithfull—After the long career I have had in the law I am not going about being offensive.

Mr. Faithfull then said he thought he was entitled to an adjournment. He desired to ask Mr. Williams several questions on the facts.

Mr. Mattingley—I asked my friend to let me know what he wanted to ask Mr. Williams about and that I would let him know.

Mr. Faithfull—I said it was a most unusual thing to ask me. I am entitled to cross-examine on certain facts. One question I want to ask him is, "Is not this a liability of one of the partners of Diss Brothers, and not a firm liability?"

His Lordship—Surely you can prove that yourself. You know more about that than Mr. Williams does.

Mr. Faithfull—I think I ought to ask him that. Another thing I wanted to ask him is, why, having written a letter in December asking for payment, he allowed two and a half years to pass before bringing this action. During this time the firm of Messrs. Diss Brothers became extinct. Two brothers were in partnership, but the one who had the treatment has gone away. If Mr. Williams had pursued his claim he could have had his money long ago. He could have got judgment and execution. But he just allowed this matter to lie dormant for two and a half years and the firm no longer exists.

His Lordship—Was the cheque signed by the brother in Court?

Mr. Faithfull—Yes. At one time they were partners, and the brother who has gone away requested the other brother to make out this cheque for him.

His Lordship intimated that he would like to see both solicitors in Chambers.

On the Court resuming, his lordship said that he understood that an amicable settlement had been arrived at.

Mr. Faithfull remarked that with the consent of his friend he would like to add that the reason why his client stopped the cheque was not owing to shortness of funds, as he could have easily met the cheque on maturity. But he felt that by the time the cheque would have got to the bank in the ordinary way the war would have been in progress for seven weeks.

The English were at grips with the Germans, and he was looking at it in the light that he had sums due from other Germans and that it was manifestly unfair that he should pay this claim when there was every possibility that he would not be able to recover those other amounts due to him.

Mr. Mattingley said that he quite accepted his friend's explanation.

MILITARY SERVICE IN HONGKONG.

THE DRAFT REGULATIONS.

The draft regulations to be made by the Governor-in-Council under Section 8 of the Military Service Ordinance, 1917, were submitted to the Legislative Council, yesterday, and are as follows:—

1. These regulations may be cited as the Hongkong Defence Corps Regulations, 1917.

2. In these regulations—

"The Administrative Commandant" means the officer for the time being entrusted with the general administration of the Corps.

"The Corps" means the Hongkong Defence Corps.

"The General Officer Commanding the Troops" includes the Senior Officer for the time being commanding the Troops.

3.—(1) The Corps shall consist of the following units:—

(a) A company of artillery.

(b) A company of engineers.

(c) A battalion of infantry.

(2) Subject to the provisions of the Army Act and of the Military Service Ordinance, 1917, and of these regulations, the Corps shall be under the orders of the General Officer Commanding the Troops, subject to the general control of the Governor.

(3) The company of artillery shall be under the executive command of an officer of the Corps appointed by the Governor in that behalf. It shall be under the orders of the Officer Commanding the Royal Artillery of the Garrison for training and inspection.

(4) The company of engineers shall be under the executive command of an officer of the Corps appointed by the Governor in that behalf. It shall be under the orders of the Chief Engineer of the Garrison for training and inspection.

(5) The battalion of infantry shall be under the executive command of an officer of His Majesty's Regular Forces appointed by the Governor in that behalf with the consent of the General Officer Commanding the Troops.

(6) The general administration of the Corps will be under the Officer Commanding the battalion of infantry, assisted by an administrative staff appointed by the Governor.

(7) The Administrative Commandant may, with the approval of the Governor, establish one or more cadet companies in connection with the Corps, and every such company shall, as regards its establishment, administration, and government, be subject to such regulations as the Administrative Commandant may make with the approval of the Governor.

4. The establishment of the Corps shall be fixed from time to time as circumstances may require.

5.—(1) The appointment and promotion of all members of the staff and officers are vested in the Governor.

(2) Recommendations for the appointment and promotion of all officers of units will be submitted by the Officer Commanding the Unit through the Administrative Commandant to the Governor, through the General Officer Commanding the Troops.

(3) Every officer upon his first appointment in the Corps to any rank, and every officer before promotion to any higher rank, shall pass the examination prescribed for that rank: provided that the General Officer Commanding may exempt any officer from compliance with this paragraph either wholly or in part.

(4) The nature of the examination in each case shall be as may be prescribed by the General Officer Commanding the Troops.

(5) The examining board shall be appointed by the General Officer Commanding the Troops.

(6) An officer whose turn for promotion arrives may be superseded if he has not passed the prescribed examination.

(7) Supernumerary officers may be appointed in any unit but any such officers shall be absorbed into the establishment as soon as vacancies occur therein.

(8) All appointments and promotions of members of the staff and of officers shall be notified in the Gazette and shall take effect from the date of such Gazette or from such other date as may be specified in the notification.

6.—(1) The appointment and promotion of all non-commissioned officers of units are vested in the Officer Commanding the Unit.

(2) Promotion will be by seniority, tempered by selection in each unit, and will be subject to the passing of such an examination as may be prescribed or approved by the General Officer Commanding the Troops.

TRAINING.

7. The training to be carried out will be as prescribed in the First Schedule hereto.

EQUIPMENT.

8.—(1) Officers will provide and maintain their own uniform and appointments according to the scale laid down in the Second Schedule hereto.

(2) Other ranks will be provided with uniform in accordance with the scale laid down in the Third Schedule hereto.

(3) Under no circumstances may articles of uniform be worn with plain clothes.

9.—(1) An allowance towards the cost of his outfit of not more than twenty pounds or its equivalent in local currency will be paid to each officer on his first appointment as an officer in the Corps: provided that this paragraph shall not apply to those officers who have become officers of the Corps by virtue of section 2 of the Military Service Ordinance, 1917, unless the General Officer Commanding shall otherwise direct.

(2) Should an officer fail to become proficient within twelve months from appointment he shall at the discretion of the Officer Commanding his Unit be liable to refund all or part of the allowance made to him.

(3) Should an officer leave the Corps within two years of appointment he shall at the discretion of the Officer Commanding his Unit be liable to refund all or part of the allowance made to him.

STORES.

10. A stock-book for stores issued on payment shall be kept showing the nature and value of each article and the member of the Corps to whom it is issued.

11. For every receipt and issue of stores there shall be a voucher. An order book for all stores required shall be kept and on receipt of the stores entry shall be made in the stock-book. The receipt vouchers shall consist of the counterfoils of the order book, or of invoices from the Crown Agents, or from firms or departments which supply stores. Issue vouchers shall consist of receipts signed by the members of the Corps to whom the stores are issued on an issue book with pages, numbered consecutively. The issue book shall be checked by the Administrative Commandant and each signature shall be authenticated by his initials.

12. In every case the folio of the stock book shall be inserted on the voucher and the entries made on the day of issue.

13. All stores ordered from England must be obtained in the usual manner through the Crown Agents for the Colonies.

MISCELLANEOUS MATTERS.

14. The Adjutant shall also perform the duties of Quartermaster.

15. The Corps Sergeant-Major shall also perform the duties of Quartermaster Sergeant.

16. The Administrative Commandant may, with the approval of the Governor, make regulations for the management of the Regimental Institute.

17.—(1) The following books shall be kept by the Adjutant:—

(a) Muster roll;

(b) Record of attendance at parades, drills, and machine gun, rifle, and revolver practices;

(c) Account of receipts and expenditure;

(d) Stock book for stores;

(e) Order book for stores; and

(f) Ammunition account.

(2) The Officers Commanding the artillery and engineer companies will keep for their own units a record of attendance at parades, drills, and rifle and revolver practices.

(3) Periodical returns and reports shall be rendered by the Administrative Commandant as prescribed in the Fourth Schedule to these regulations.

FIRST SCHEDULE—TRAINING.

1. For training purposes the year will be divided into the two following periods:—

Cold weather: 15th October to 15th April.

Hot weather: 16th April to 14th October.

2. Subject to the provisions of paragraphs 8 and 9 of this Schedule, there will be 50 drills a year.

3. The Officers Commanding the respective Units shall fix the time and place for parades, drills, and rifle practices.

4. The musketry course will be as laid down in the current Army Regulations.

5. The artillery and engineer companies will be mobilised for one month during the cold weather.

6. There will be a camp of exercise for the infantry battalion for one month during the cold weather.

7. Eight days' attendance, not necessarily consecutive, during mobilisation or at the camp of exercise, as the case may be, shall be compulsory for every member of the Corps, unless specially exempted by the G. O. C. the Troops.

8. During the months in which the artillery company is on examination services the company may be excused from any number of drills at the discretion of the Officer Commanding the Unit.

9. The Officer Commanding the engineer company may in his discretion excuse from any drill any men who have come off or who are going on electric light duty.

10. Classes will be held at convenient times in each year for the instruction of members desirous of obtaining certificates of qualification for promotion as non-commissioned officers.

11. This schedule shall not apply to men over 50 years of age who shall undergo such modified training as may be prescribed by the G. O. C. the Troops.

HONGKONG POLICE RESERVE.

COMMAND.

Until further orders, the undersigned will issue all orders and continue in immediate charge of the Administration of the Reserve Force.

The undersigned will attend at the D.S.P. (R.) office on week days (excepting Saturday) from 9.30 a.m. to 10.30 a.m. and 4 p.m. to 5 p.m., and on Saturday from 9.30 a.m. to 10.30 a.m. All Communications are to be addressed to, and all interviews had in the first place with, Mr. Hough.

INSPECTION.

The D.S.P. (R.) will inspect all ranks of the Police Reserve, at 5.15 p.m., on Thursday, August 23rd. Detailed orders will be issued.

COMPANY PARADES.

The following parades will take place at Central Station. Uniform will not be worn. Fall in at 5.45 p.m.

Monday, August 20th.—No. 3 Co.

Tuesday, August 21st.—No. 2 Platoon.

Wednesday, August 22nd.—No. 1 Platoon.

Thursday, August 23rd.—No. 2 Company.

(Sgd.) T. E. Hough. A.S.P. (R.).

August 16th, 1917.

HONGKONG LEGISLATIVE COUNCIL.

COMPULSORY MILITARY SERVICE.

A meeting of the Hongkong Legislative Council was held yesterday afternoon at the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR FRANCIS HENRY MAY, K.C.M.G.

HIS EXCELLENCY MAJOR-GENERAL F. VENTRIS (General Officer Commanding Troops in China).

Hon. Mr. CLAUD SEVERN, C.M.G. (Colonial Secretary).

Hon. Mr. McI. MESSER (Captain Superintendent of Police and Colonial Treasurer).

Hon. Mr. J. H. KEMP (Attorney-General).

Hon. Mr. E. R. HALLIFAX (Secretary for Chinese Affairs).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. Wei Yek, C.M.G.

Hon. Mr. LAU CHU PAU.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. R. G. SHEWAN.

Hon. Mr. C. E. ANTON.

Hon. Mr. S. H. DODWELL.

Mr. A. G. M. FLETCHER (Clerk of Councils).

MINUTES.

The minutes of the last meeting were confirmed.

PAPERS.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table report of the Superintendent of Imports for the year 1916. Also, sessional paper No. 14 of 1917, correspondence on the subject of the third anniversary of the war.

FINANCIAL.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table, Financial Minutes Nos. 33 to 38, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and this was agreed to.

FINANCE MINUTES.

The COLONIAL SECRETARY, by command of H.E. the Governor, laid on the table report of the proceedings of the Finance Committee, No. 7, and moved that it be adopted.

The COLONIAL TREASURER seconded, and this was agreed to.

QUESTIONS BY HON. MR. POLLOCK.

Hon. Mr. Pollock asked the following questions:—

(1.)—With reference to the Answer given to my first question at the last meeting of the Council

(i) Is it the fact that 337 water-closets now discharge over the Praya East foreshore, and

(ii) Cannot some steps be taken to remedy the nuisance arising from such discharge, as temporary measures, pending the commencement of the work on the proposed reclamation?

(iii) When is such proposed reclamation likely to be commenced?

(2.)—With reference to the Vote taken at the last meeting of the Council for the purchase of "Lysholt" for Government Quarters,

(i) Is it not the usual practice to get an officer in the Government Civil Service to bid on behalf of the Government in cases where the Government desires to acquire property?

(ii) Was there any special reason for secrecy on the part of the Government in the present instance?

(iii) Did not such secrecy result in the Government having to pay a bigger price for the property than it would otherwise have done?

The COLONIAL SECRETARY replied as follows:—

1.—(i.)—About 289 water closets now discharge over the Praya East foreshore. (ii.)—The sewer outfalls could be extended to below low-water. The cost of making such extensions is roughly estimated at \$20,000, assuming that iron pipes can be obtained at a reasonable price at the present time. In view of the existing foul condition of the foreshore, it is extremely doubtful whether any appreciable improvement would be effected by carrying out the extensions referred to. (iii.)—It is impossible to state at present when the Praya East Reclamation Scheme is likely to be commenced.

2.—There is no recent precedent for the purchase by the Government of real property at auction.

It has been generally the experience of the Government that, when the fact becomes known that it is in the market as a purchaser, prices are put up against it.

There was no special reason for secrecy in the case of the purchase of "Lysholt," but the fact that the Government employed an agent to bid for it did not, to the best of its knowledge and belief, result in a bigger price than necessary being paid for the property.

Hon. Mr. Pollock—With reference to sub-Section 1, question 1, I should like to ask whether the figure put in my question, 337 water-closets, was the figure mentioned at the recent meeting of the Sanitary Board, and by whom was the figure supplied.

The DIRECTOR OF PUBLIC WORKS—It was supplied by the Sanitary Board from its records, but in supplying that information they included, I think, all conveniences of that description situated to the eastward of Garden Road, and a good many of them do not discharge over Praya East.

MILITARY SERVICE.

The ATTORNEY-GENERAL moved the second reading of the Bill intitled, "An Ordinance to make provision with respect to military service, and to provide for the establishment, maintenance and control of a local defence corps." In doing so he said:—

The object of this Bill is to make all male British subjects between the ages of 18 and 55 who are ordinarily resident in the Colony, with certain exceptions which are specified in Clause 2, liable to military service in the Colony when called up for such service. The exceptions are: Members of His Majesty's regular Naval or Military forces, civilians in the employment of the Naval or Military authorities, if recommended for exemption by the Naval or Military authorities, and men in Holy Orders or regular ministers of any religious denomination. The first two clauses are, of course, exemption for special reasons. The third clause of exemption is taken from the Imperial Military Service Act, and the wording is the same as in that Act. The normal procedure contemplated by the Bill is that in each case where a man has to be called up and rendered liable for military service, an order shall be served upon him calling him up, and on the service of that order the man immediately becomes liable to military service under the Ordinance, and becomes a member of the Hongkong Defence Corps. Provision is also made for acceptances for the Corps of persons who would otherwise be exempt, either by reason of age, or by reason of occupation, and these persons will, of course, come in as volunteers, and will take the Oath of Allegiance, and sign the forms of engagement provided in the Bill. Once, of course, they take the oath and sign the engagement, they become members of the Defence Corps, and will be liable to the Army Act in the same way as men who are called up compulsorily. In order to save trouble, and prevent the necessity for circulating a great number of orders, an amendment will be proposed in the Bill providing that every person who is liable for military service under the Ordinance, and who is now a member of either the Volunteer Corps, or the Hongkong Volunteer Reserves, shall, upon the announcement of the Ordinance, become, *ipso facto*, a member of the new Hongkong Defence Corps. In other words, the Volunteers and the Reserves will be incorporated bodily in the new Defence Corps, and they will also be incorporated with the same ranks which they now hold in the Reserves and Volunteer Corps. That clause is provided in the further copy of the Bill which has been laid on the table. There was no time to circulate it to hon. members before the meeting. It will be Clause 9 of the Bill. Every person who becomes a member of the Defence Corps, either by being called up or by being incorporated in the Defence Corps bodily, or by voluntary enlistment, will become at once subject to the Army Act, provided that the Army Act will apply only so far as it may not be modified by regulations made by the Governor in Council. The Army Act does recognise the Colonial Forces generally as being subject to the Army Act only in so far as the Army Act may be modified by local legislation. Under the power of making regulations, given to the Governor-in-Council in Clause 8 of the Bill, it is proposed to make certain provision for the discipline, establishment, training and uniform of the new Corps. This arrangement will not differ very much from the existing arrangements in force in the Volunteers and the Volunteer

Reserves. Members will find on the table a copy of the regulation it is proposed to make under the Ordinance when passed. The First Schedule of the regulations deals with the question of training, and members will see, on looking at regulation 7, that eight days' attendance during mobilisation, or at the camp of exercise, as the case may be, is compulsory for every member of the Corps.

It is intended that there shall be mobilisation of the artillery and engineer companies one month during the winter, and camp of exercise for the infantry battalion during the winter also. Every member of the Corps will have to attend for eight full days, not necessarily consecutive, for camp exercise or mobilisation. Power is given by an amendment of the regulations to the General Officer Commanding to grant special exemption in exceptional cases. Another amendment made in the draft as originally provided, is that the training schedule shall not apply to men over 50 years of age. They are to undergo a modified training which will be prescribed by the General Officer Commanding. The Bill subjects to military service all male British subjects resident here between the ages of 18 and 55. Any member of the Defence Corps who reaches the age of 55 will be entitled to his discharge, but should he elect to remain in the Corps, and if allowed to do so, he will take the oath of allegiance and sign the form of engagement, and he will then remain a member of the Corps until discharged or dismissed or exempted, in the ordinary way. You, Sir, said at the last meeting of the Council that it was not intended to transfer men from the Hongkong Police Reserve into the new Defence Corps, so the members of the Police Reserve are not affected by the Bill, beyond the fact that there is a potential liability to serve if they should be required. It will be seen, further, that for those members of the community who are already in the Volunteers and Reserves there is little practical change from the present position. But the Bill will affect two things. In the first place it will enable the authorities to apply compulsion to those rare cases where individuals have failed to appreciate, or have failed to assume, their military obligation to the State, and to the Colony. You stated, Sir, at the last meeting of the Council that nearly every male person of British race and physically fit had already enrolled in the Reserves, Volunteers or Hongkong Police Reserves. The Secretary of State for the Colonies recently stated that Hongkong did not require compulsion for the purposes of raising a volunteer force, or for the purpose of getting in any considerable number of persons who would otherwise not be serving the State. We have now practically all the material there is. But this Bill will enable the Government to apply compulsion in those rare and isolated cases where compulsion seems necessary and desirable. In the second place, the Bill will facilitate the fusion of the volunteers and the Reserves and the reorganisation of that combined force which is under contemplation. The object of that fusion is increased military efficiency. I may say that it would not have been possible to fuse these two bodies and reorganise them in the way intended, without some legislation, and as some legislation was necessary, it seemed desirable that it should take the form of imposing on everyone the obligation for military service which most people have accepted voluntarily. I now propose the second reading.

The COLONIAL SECRETARY seconded.

Hon. Mr. POLLOCK—I would ask that the consideration of this measure be postponed to the next meeting of this Council, and in support of that application I would point out there are certain amendments to the Bill, which are printed in italics, and that until a few minutes ago most of the members of the Council had had no opportunity of seeing these or the proposed regulations to be made by the Governor-in-Council under Section 8 of the Bill. With regard to these Regulations, Sir, I would also submit that any Regulations to be made ought to be made by the Legislative Council. This is a matter, Sir, which affects the main body of the civilians in this Colony, and I think it is a matter which should come before the Legislative Council. This would give an opportunity for anyone outside to read these proposed Regulations in the Press, and to submit criticisms to be laid before this Council by an unofficial member. I think, Sir, that everyone will be convinced that it

is a good thing there should be a re-organisation of the Volunteers and Reserves, and I should imagine it would be desirable that not only some such re-organisation as foreboded in these Regulations should take place, but that there should be some grouping in either companies or platoons of certain members. At present it sometimes happens that in the same company or the same platoon there are members who have very different physical capabilities. You may find in the same company or platoon some members who can quite readily, without any harm to themselves, carry through vigorous exercises on a Field Day where others have to pant and puff in the rear. No doubt a good deal of re-organisation in that respect is desirable. I do not think I need say more now.

Sir, than to suggest that the services in the Volunteers or Volunteer Reserve, which would count for a long service medal, should not be wiped out by the operation of this Bill, but that there should be some saving provision stating that services in the Volunteers or Volunteer Reserve for the purpose of a medal or other recognition should count as continuous service when the member is transferred to the proposed Defence Corps. I would once again, Sir, ask for this adjournment. I am only asking for a very short adjournment until the next meeting of this Council, and then hon. members and the public through the Press will have an additional opportunity of considering this Bill as it is now proposed to be amended and also the Regulations which it is proposed to make under this Bill.

HIS EXCELLENCY—There is no objection to the adjournment. I regret that honourable members were not furnished with the schedule of regulations earlier. I propose that members agree to an adjournment until this day week. As regards making regulations by the Legislative Council, that would introduce an entirely new principle. It is true that the hon. member made some suggestion on that behalf and that we said we would consider the matter, but I regret to say that the Attorney-General is so over-worked—not only current work, but he has about 15 Bills on the stocks to bring before this Council—that he has not had time to consider the matter. I think, speaking generally and taking this case in particular, it would make the business of the Colony somewhat arduous, and to have to come to the Legislative Council with every amendment to the Regulations of a Defence Force such as this would be really, I think, somewhat of a waste of time. Therefore, while we are perfectly ready to consider and discuss these regulations I am not prepared to go to the length of making them by the Legislative Council. I think if the principle of them is accepted the small alterations that may be necessary from time to time can well be left to the Governor-in-Council. They will be published in the *Gazette* and may be subjected to criticism afterwards in this Council. There is one other point which the hon. member has not mentioned, but which has been brought before me by two representatives of the Chamber of Commerce—that is, the duration of this legislation. It is suggested that it should only be for the period of the war. I am not prepared to accept an amendment to that effect. I think that after the experience of this war we shall hardly commit such a retrograde step as going back in any part of the Empire to a condition where universal military service is not recognised as absolutely essential. But the Government is quite prepared to give an undertaking that six months after the signing of peace we will consider in the Legislative Council the Bill especially in regard to the training and the limit of age of those who are compulsorily brought under the purview of the Bill. No doubt by that time we shall have learned what the proposals are, not only in England but in other Colonies in this respect, and we can be guided then by the light of the recommendations made by the Home Country and throughout the Colonies. In the meantime, I am quite sure, all here recognise that in the present circumstances it is absolutely necessary that every able-bodied man of European race should do what in him lies for the defence of this part of H.M.'s Empire.

Hon. Mr. POLLOCK—May I be permitted to offer a few remarks? First of all I understand that we shall be at liberty at the next meeting of the Council to bring up any question for discussion on these Regulations?

HIS EXCELLENCY—Certainly.

Hon. Mr. POLLOCK—Secondly, I should like to ask a personal favour. I shall be engaged in the Supreme Court in a very long case next week, on Monday, Tuesday, Wednesday and Thursday. I do not know whether it would be possible to adjourn the meeting of this Council to Friday of next week?

HIS EXCELLENCY—Most certainly.

Hon. Mr. POLLOCK—Thank you.

HIS EXCELLENCY—The Council is adjourned to Friday in next week.

(Other Local News will be found on Page 6.)

INTIMATIONS

LANE, CRAWFORD & Co.
(ESTABLISHED 1850), (TELEPHONE 1741).

SHIPCHANDLERY DEPT.

ARCHIBALD EADIE & CO., LTD., GLASGOW.

EADIE'S ANTICORROSION PAINT

IN TROPICAL WHITE.

FRENCH GREY.

VENETIAN RED.

LARGE STOCKS OF PAINTS AND OILS.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

LANE, CRAWFORD & CO.

13

DRINK "BULL DOG" LAGER BEER.
SUPERIOR TO ANY GERMAN LAGER BEER EVER BREWED.
BRITISH THROUGHOUT.

Brewed in Great Britain.

OBTAINABLE AT:—

Wm. On Co., Ltd.

Sincere Co., Ltd.

Sun Co., Ltd.

Cheong Tai.

Nam Hing Loong.

Ty Sing.

Sang Tai.

Kwan Tye.

LANE, CRAWFORD & Co.

Obtainable in Canton from

SINCERE CO., LTD.

Stocked by

THE HONGKONG HOTEL.

Bottled by British Labour.

PRICES DUTY PAID.

QUARTS—\$20.00 per case

of 4 dozen.

or \$5.10 per Dozen.

PINTS—\$28.50 per case

of 8 dozen.

or \$3.40 per dozen.

Admitted to be the Best

Lager Beer brewed.

FRESH STOCKS JUST ARRIVED.

(447-2)

Powell Ltd
TELEPHONE 346

SOLE AGENTS

FOR

WICHERT & GARDINER,

MANUFACTURERS

OF

SMART SHOES

FOR

LADIES.

NEW ADVERTISEMENTS

NATIONAL BANK OF CHINA, LIMITED
(IN LIQUIDATION).(INCORPORATED IN ENGLAND).
Unredeemed Bank Notes.

NOTICE IS HEREBY GIVEN that any OUTSTANDING NOTES will be paid on presentation to the undersigned on or before SATURDAY, 29th September, 1917, at No. 10, A.M., by the Company's Liquidator.

AFTER THAT DATE, holders will find it necessary to claim repayment IN STERLING from the BOARD OF TRADE, LONDON, to whom the necessary funds will be remitted.

THE BOARD OF TRADE make a charge for payment of claims out of money deposited in the "COMPANIES LIQUIDATION ACCOUNT" at the Bank of England.

A. R. LOWE,
Liquidator.

Chartered Bank Building,
Hongkong, 16th August, 1917. [936]IN THE SUPREME COURT OF
HONGKONG.IN THE MATTER OF the Estate of
STANLEY CORWINE MAC-
NIDER, late of the ENG HOK FONG
STEAMSHIP COMPANY, in the Colony
of Hongkong, Shipping Superinten-
dent, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 7th day of September, 1917.

Creditors and Claimants are hereby required to send their Claims to the Undersigned by the above date.

Dated this 16th day of August, 1917.

HUGH A. NISBET,
Official Administrator. [934]

JOINT SERVICE
OF THE
"NEDERLAND" AND "ROTTERDAM
LLOYD" ROYAL MAIL LINES.

NOTICE TO CONSIGNEES.

THE Steamship
"ORANJE"
having arrived from SAN FRANCISCO.
Consignees of Cargo are hereby notified
that all Goods are being landed at their
risk into a warehouse and/or extra hazardous
Goods of the Hongkong and Kowloon
Godowns and Godown Co., Ltd., whence and/or
from the wharves delivery may be obtained.
No Claim will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 22nd inst., at
Noon will be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 25th
inst., or they will not be recognised.

All broken, damaged and damaged Goods are to
be left in the Godowns, where they will be
examined on the 21st inst., at 10 A.M., by the
Company's surveyors, Messrs. Goddard &
Douglas.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JAYA-CHINA-JAPAN LINE.
Agents.

Hongkong, 16th August, 1917. [935]

ST. JOSEPH'S COLLEGE, MACAO.
RE-OPENS SEPT. 10TH.

A Liberal Education provided in English,
Commercial Subjects, Modern
Languages and Chinese at very moderate
charges.

The School is situated in the healthiest
part of Macao.

Application to the Fr. Director. [937]

WANTED.

LOCAL Shipping Firm requires an
ENERGETIC YOUNG EUROPEAN
with previous experience. Knowledge of
Typing and shorthand preferred.

Apply to—
Box 15,
Care of "Daily Press" Office. [938]

WANTED.

ONE of the Largest British
Fire Insurance Companies
invites applications for AGENCIES
in Hongkong, Shanghai and Treaty
Ports.

Apply—
Box 8,
Care of "Daily Press" Office. [949]

WANTED.

LADY STENOGRAPHER and TYPIST.
Apply stating experience, etc.
Box No. 131,
Care of "Daily Press" Office. [923]

WANTED.

ENGINEER, BRITISH, as WORKS
FOREMAN. Applications with
Copy References in own writing, stating
age, experience and salary required. No
other applications considered.

W. B. BAILEY & CO., LTD. [931]

PUBLIC COMPANIES

HONGKONG ICE COMPANY, LIMITED.

NOTICE

IN accordance with the Provisions of No.
111 of the Articles of Association the
General Managers have this day declared an
INTERIM DIVIDEND for the half-year
ended 30th June, 1917, of TWO DOLLARS
PER SHARE.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company
on and after TUESDAY, 21st instant.

The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to 20th
instant both days inclusive.

JARDINE, MATHESON & CO. LTD.
General Managers.
Hongkong, 8th August, 1917. [929]

THE HONGKONG ROPE
MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE
DOLLAR (\$1) per Share for Account
1917 will be payable on FRIDAY, the 24th
August, 1917. Shareholders are requested to
apply for Dividend Warrants at the
Company's Office, St. George's Buildings,
Hongkong.

The TRANSFER BOOKS of the Company
will be CLOSED from MONDAY, the 20th
August, 1917, to FRIDAY, the 24th August,
1917, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th August, 1917. [936]

THE HONGKONG AND WHAMPOA
DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that
an INTERIM DIVIDEND of \$2.50
per Share will be paid to all Shareholders on
the Company's Register at 30th September,
1917.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager. [943]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

THE DIVIDEND DECLARED for the
Half-Year ending 30th June, 1917, at the
Rate of TWO POUNDS THREE
SHILLINGS STERLING per Share, is
Payable on and after MONDAY, the 13th
day of August, Current, at the Offices of the
Corporation, where Shareholders are request-
ed to apply for Warrants.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager. [938]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that
Certificate No. 3482 dated Hongkong
16th February, 1900, for 50 Shares numbered
54219 to 54249, 10203 to 10207, 52840 to 52849,
4183 to 4190 and 55811 to 55816 and Provisional
Certificate No. 43/371 dated Hongkong, 5th
July, 1907, for 25 Shares numbered 88206 to
88230, all Registered in the name of Sir Cecil
Meyer, Bart., have been LOST or STOLEN
and should this Certificate and this Provisional
Certificate not be produced to the Bank before
the 2nd September, 1917, new Certificates for
the Shares will be issued and the aforesaid
Certificate No. 3482 and Provisional Certificate
No. 43/371 will thereafter be treated by this
Corporation as Null and Void.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager. [901]

UNIVERSITY OF HONGKONG

MATRICULATION, SENIOR AND JUNIOR LOCAL
EXAMINATIONS.

THESE EXAMINATIONS will commence
on MONDAY, December 10th, 1917.

Arrangements will be made to hold the
Examinations at any town where a sufficient
number of Candidates offer themselves.
Candidates who wish to be examined at any
other place than Hongkong or Shanghai
must apply to the Registrar on or before
September 2nd, 1917.

Forms of entry and all particulars can be
obtained on application to the Registrar, The
University, Hongkong.

The entry form, duly filled in, must reach
the Registrar, together with the fee (Ten
Dollars, Hongkong Currency) on or before
October 2nd, 1917.

Four Cash Prizes will be awarded on the
results of the Matriculation Examination,
provided that Candidates of sufficient merit
offer themselves.

Candidates who secure cash prizes must
enter the University on January 2nd, 1918,
and must reside in one of the hostels directly
managed by the University.

The Examinations will be conducted
according to the "Regulations for the Senior
and Junior Local Examinations and for the
Matriculation Examination, 1917." [932]

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions from the Liquidator of Messrs.
WILKES & Co. in pursuance of an order of
the Hongkong Government, to sell by Public
Auction at 12 o'clock (Noon) on MONDAY,
the 27th day of August, 1917, at his Sales
Rooms, Duddell Street, Hongkong.

All the piece of ground situate at Yau-mat,
Kowloon, in the Colony of Hongkong, and
registered in the Land Office as KOWLOON
INLAND LOT No. 203.

In One Lot.

The property consists of a piece of ground
abutting on Battery Street and Fourth
Street (near the Ferry) in Kowloon and
contains an area of 4,500 square feet.

The Lot is held for the unexpired residue
of a term of 75 years created therein by an
Indenture of Crown Lease dated the 4th day
of May, 1888.

The Annual Crown-Rent is \$40.

For further particulars and conditions of
sale apply toMessrs. HASTINGS & HASTINGS,
Solicitors for the Liquidator,
or to the Undersigned.

GEO. P. LAMBERT. [933]

AUCTION

For Sale
by
Public Auction.

Subject to the conditions prescribed by the
Straits Settlements "Alien Enemies (Winding-
up) Ordinance, 1914," as amended from time
to time by Ordinances, I of 1915, XIX of 1915,
XVI of 1916 and VI of 1917 and as adopted
in this State.

All that land known as THE
BATU LIMA ESTATE consisting
of about 1,016 acres, 1 rood, 38
perches held under East Coast
Country Grant No. 49 for 990
years from 1883, RENT FREE.
About 275 acres of the land is
planted with rubber (150 acres
in bearing) and 50 acres with
coconuts 3 to 4 years old.

Situated on main road within
5 miles of Sandakan Wharf.

The following buildings in good
condition are on the Estate:

- 1 bungalow (40' x 30') containing 2
bed-rooms, dining room and veran-
dah. Corrugated iron roof, plank
walls, tiled floor.
- 1 Store (63' x 25'). Corrugated iron
roof, plank walls.
- 1 Smoke-house (34' x 20'). Corrugated
iron walls and roof, earth floor.
- 1 Factory (32' x 16'). Corrugated
iron roof, plank walls, cement floor.
Contains 2 hand machines, 28 latex
pails and over 9,000 cups.
- 15 Coolie houses (each 18' x 14').
Plank walls, thatched roofs.

The above property will be
sold by Public Auction in the
Court House at Sandakan at
12 o'clock Noon, on SATUR-
DAY, 20th October, 1917.

RESERVE PRICE \$100,000 (ONE
HUNDRED THOUSAND DOLLARS)
STRAITS SETTLEMENTS CURRENCY.

(NOTE.—This reserve price has been based
on a report on the Estate by the Honourable
Mr. F. E. Leue, Manager of Sapong Estate).

The sale is subject to the follow-
ing conditions:—

- \$30,000 (Singapore Currency) to be paid
on purchase and the balance by monthly
instalments thereafter of \$10,000. Interest
at the rate of 7½ per cent annum will be charged
on instalments owing and default for 30
days will invalidate the sale and render the
deposit and all instalments liable to forfeiture.
- Upon payment of the deposit an agree-
ment will be executed by the liquidator
undertaking to complete the transfer of the
estate, free of all incumbrances, on payment
of the final instalment of the purchase money.

And to the following special
conditions:—

- The purchaser must be a British subject
and not under any foreign influence; he will
be required to satisfy the Governor that no
person of enemy or foreign origin is directly
or indirectly interested with him in the pur-
chase, and he must make such statutory
declaration in that behalf as may be required
by the Governor.
- For the purposes of this sale any person
entitled under the Land Laws of North
Borneo to rank as a Native shall be deemed
to be a British subject.

(3) In the case of a Company formed for
the purpose of acquiring the business its
Memorandum of Association must contain
special provisions, to be approved by the
Governor, to exclude the possibility of the
Company falling under foreign control.
Generally speaking it will be necessary to
prevent more than one-fourth of the shares
or the voting rights being held by, or subject
to the control of, foreigners.

(4) In the case of a Company already in
existence, if the Articles of Association do
not already so provide, they must be altered
in a manner satisfactory to the Governor so
as to exclude the possibility of the Company
falling under foreign control, and the Direc-
tors must furnish an undertaking to use their
best endeavours to have the provisions
referred to above inserted in the Memorandum
of Association if legislation should be
introduced enabling the Memorandum of
Association to be altered by the insertion of
such provisions.

(5) Should the Governor for any reason not
approve of the purchaser, the contract must
be rescinded by the Governor and the deposit
will be returned without interest or expenses.

Further particulars may be
obtained on application to the
undersigned.

W. W. SMITH,

Liquidator

RESIDENCY OFFICE,
SANDAKAN, NORTH BORNEO,
29th June, 1917. [913]

NOTICE

ANY EUROPEAN, Non-Asiatic or Indian
desiring to leave the Colony should
apply in person at the CENTRAL POLICE
STATION between the hours of 9 A.M. to 1 P.M.
and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce
Passports or identification papers.

All persons with certain exceptions who
remain in the Colony for more than 7 days
are required to Register themselves under
the REGISTRATION or PERSONS
ORDINANCE 1916.

Forms of Registration giving the particu-
lars required may be obtained at the
G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine
not exceeding \$50. [938]

INTIMATION

BATHING

CAPS.

We have just
received an
exceptionally
fine assortment
of
BATHING CAPS.

In all the latest Styles
and Colours.

A. S. WATSON &
CO., LTD.,

HONGKONG DISPENSARY.

TELEPHONE 16

[12]

DEATH.

KATHLEEN ISABELL, beloved wife of
the Rev. W. E. HIPWELL, of the
C.M.S., South China Mission. [953]

HONGKONG OFFICE: 10A, DES VOUX ROAD, C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 17th August, 1917.

COMPULSORY MILITARY
SERVICE IN HONGKONG.

It is rather curious that a proposal to
introduce Compulsory Military Service
in Hongkong should synchronise with an
assurance to the House of Commons by
the Secretary of State for the Colonies
that conscription had been found un-
necessary in this Colony "because every
white man was already a volunteer." The
ATTORNEY-GENERAL sought to explain the
contradiction, yesterday, by saying that,
as legislation was necessary in order to
reorganise the local Auxiliary Forces, it
seemed desirable that it should "take the
form of imposing on everyone the obliga-
tion for military service which most
people have accepted voluntarily." The
connection between the two ideas, how-
ever, is not very clear, for one aims at
increased efficiency while we have been
given to understand that the other can
only yield a trifling increase in numbers.

It was, indeed, the difficulty of reconciling
the one with the other, combined
with the absence of detail in the Military
Service Bill, that gave rise to the suspi-
cion on the part of the public that there
was some covert reason for the new power
sought by the Government. Nor, in view
of the GOVERNOR'S refusal to accept an
amendment limiting the operation of the
compulsory clause to the duration of the
war, can it be said that these suspicions
were groundless. "I think," said HIN
EXCELLENCY yesterday, "that after the

experiences of this war we shall
hardly commit such a retrograde
step as going back in any part
of the Empire to a condition where
universal military service is not regarded
as essential." We doubt if any British
Minister would have the courage to
express a similar opinion in the House of
Commons, for one of the chief reasons why
Labour is throwing its whole weight into
this war is in order that militarism may
receive its death-blow—not merely in
Germany but throughout the world. The
taste which the nation has had of a
military régime is not likely to make
it hunger for more. We are quite
content, therefore, that the Bill—
which, by making every male resident
liable to military service for life, goes
farther than any proposal that we have
ever seen submitted to the British public
—should come up for reconsideration six
months after the war and depend for its
continuance upon the policy pursued in
Great Britain and the Overseas
Dominions.

The debate on the second reading of the
Bill was adjourned for a week at the
request of the Hon. Mr. H. E. POLLOCK,
K.C., in order to give the unofficial mem-
bers of the Legislative Council an oppor-
tunity of studying the regulations which
the Governor-in-Council proposes to
make under section eight. These
regulations provide that the Hong-
kong Defence Corps shall consist of a
company each of Artillery and Engineers
and a battalion of Infantry. Each of the
first two will be under the executive
command of an officer of the Corps, but
subject to the orders, for training and
inspection, of the Officer Commanding the
Royal Artillery of the Garrison and the
Chief Engineer of the Garrison, respec-
tively. The Infantry, however, will be
under the executive command of a Regular
officer, who will be responsible for
the general administration of the Corps.
For the purpose of assisting him an ad-
ministrative staff will be appointed by the
GOVERNOR. So far, this is in accordance
with expectations. Some very salutary re-
forms, which will meet with general ap-
proval, are introduced with the object of
ensuring efficiency amongst the commis-
sioned officers. All candidates for
appointments and promotions will be
required to satisfy a Board of Examiners
as to their fitness, unless the General
Officer should decide in any case to
grant exemption. The same principle will
apply to the non-commissioned officers.
Classes will be held for the instruction of
members desirous of obtaining certificates
of qualification for promotion, and
promotion will then depend upon
"seniority, tempered by selection in each
unit."

The most interesting part of the regula-
tions is that which refers to the demands
which will be made upon the time of mem-
bers of the Corps. It will be admitted,
we think, that these demands are in no
sense unreasonable. They are not very much
in excess of those made upon the Terri-
torials before the war. For training pur-
poses the year will be divided into two
parts, corresponding with the cold and hot
seasons. There will be fifty drills a year
—an average of, roughly, one a week—and
a musketry course as laid down in the
current Army Regulations. In addition,
the Artillery and Engineers will be
mobilised, and the Infantry will
go into camp, for one month dur-
ing the cold season—from October
15th to April 15th—and eight days'
attendance, not necessarily consecutive,
will be compulsory for every member who
is not specially exempted by the G.O.C.
That requirement can be satisfied by
devoting every Saturday and Sunday
for four weeks to the duty. Al-
though it is not expressly stated, the
three branches of the Force will,
presumably, be called up at differ-
ent times in order that commercial
houses may be inconvenienced as
little as possible. During the months
in which the Artillery Company
is on examination service the Company
may be exempted from any number of
drills at the discretion of the officer com-
manding the unit, and, similarly, the
officer commanding the Engineer Com-
pany may excuse any men who have come
off or are going on electric light duty.
Although fifty-five is still retained as the
age limit, an amendment, introduced since
the first reading of the Bill, provides that
men of fifty years of age will undergo
such a modified training as may be pre-
scribed by the G.O.C.

The Hon. Treasurer of the Alice
Memorial and Affiliated Hospitals ac-
knowledges with thanks a donation of \$40
to the Funds of the Hospitals from the
Wesleyan Mission Chinese Church.

Forty-nine deportees who were being
shipped from Singapore by the s.s.
Lacertes have been conveyed to the Govern-
ment Civil Hospital suffering from bruises
and wounds as the result of a fight which
took place on the high seas.

A Chinese has reported to the Police
that on Wednesday, whilst he and others
were bathing at Kennedy Town a man
named Chan Kai, living at 61, Caine
Road, got into difficulties. A Chinese
cook went to his assistance, but both were
drowned.

Notice is given by Mr. A. R. Lowe,
liquidator of the National Bank of China,
Ltd., that outstanding notes will be paid
on presentation on or before September
29th. After that date application will
have to be made to the Board of Trade
in London.

At a Whist Drive held in the Dockyard
on Wednesday night, under the auspices
of the Dockyard Recreation Club, the
following won prizes:—Ladies—1st, Mrs.
Harrison; 2nd, Mrs. Budden; 3rd, Mrs.
Windebank. Men—1st, Mr. Young; 2nd,
Mr. White; 3rd, Mr. Ponsford; 4th, Mr.
Wilson. Mr. V. Stannard carried out
the duties of M.C.

In commenting on the death of Colonel
H. G. Sargeant, R.A., *Truth* says:—
"Lieut.-Colonel H. G. Sargeant, of the
Artillery, was the son of Colonel R. A.
Sargeant, R.E., who retired in 1895.
He passed out of Woolwich in 1893, and,
specialising in heavy artillery work, he
became Staff Officer at Lydd, and after-
wards filled the appointments of Gun-
nery Instructor at Ceylon and Hongkong.
While acting on the staff of the South
China Command he was ordered home to
command a siege battery, which he took
to the Western Front in March last. He
was promoted Lieut.-Colonel last Decem-
ber, and had been twice mentioned in
despatches. He commanded a group of
heavy batteries during the 2nd Army's
attack at Messines, and was killed in the
following week. Lieut.-Colonel Sur-
geant will be remembered by many in
Hongkong as the officer who was appoint-
ed Secretary to the local Committee on
Commissions which sent home a large
number of men with Commissions soon
after the outbreak of war."

CHINA AND THE CENTRAL
POWERS.DISMISSALS FROM THE MINISTRY
OF FINANCE.

[FROM OUR Peking CORRESPONDENT.]

PEKING,
Despatched, August 15th, 9.40 p.m.
Delivered, August 16th, 11.45 a.m.

Nearly one hundred members of the
staff of the Ministry of Finance have
been dismissed. Several Bureaux have been
abolished.

ALLIES' CONGRATULATIONS NOT
RECEIVED.

The congratulations anticipated from
the Allied countries have not yet been
received.

[THROUGH RUSSIA'S AGENCY.]

CHINA AND THE WAR.

SHANGHAI, August 15th.

The Chinese Naval authorities have
taken over three Austrian merchantmen in
the harbour.

There were no disturbances.

The vessels are not damaged. Up to
the present 18,000 tons of Austro-German
shipping have been taken over.

TYPHOON WARNING.

The following telegram has been
received by the American Consulate-
General, Hongkong, from the Manila
Observatory:—

10 a.m., Aug. 16th.

Cyclone or typhoon E. of Luzon, less
than 300 miles distant, moving W.N.W.

THE WAR.

SUCCESSFUL BRITISH THRUST.

CANADIANS' BRILLIANT ATTACK.

EX-TSAR AND FAMILY SENT TO SIBERIA.

TURKEY AND A SEPARATE PEACE.

Franco-Belgian Front.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

BRITISH ATTACK ON A WIDE FRONT.

London, August 15th.

Field-Marshal Sir Douglas Haig reports:—We attacked early this morning on a wide front from the north-western outskirts of Lens to Bois-Hugo, north-east of Loos.

We carried the first lines and at all points are satisfactorily progressing.

We completely crushed a counter-attack east of Cite St. Emilie.

The French have gained further ground north-west of Bixchoote.

We repulsed raiders east of Kleinzillebeke.

The weather is stormy, and there is heavy rain.

LATEST CABLES.

GERMAN REPORT.

London, August 15th.

A wireless German official report states:—There was an artillery battle throughout the night in Flanders.

We repulsed the English southward of Frenenberg and on both sides of Hooge.

There was a violent artillery duel between Hulloch and Lens.

French attacks on Cerny failed.

We shot down 20 aviators and balloons.

London, August 16th.

A wireless German official report states:—Infantry engagements are proceeding northward of Lens and eastward of Cerny-on-Launmois.

EARLIER CABLES.

FRENCH FRONT.

APPRECIABLE PROGRESS.

Paris, August 15th.

A communiqué says:—We made appreciable progress west of the Dixmude Road, in Belgium.

There was a most active artillery duel at night on both banks of the Meuse.

An enemy attack west of Hill 304 was repulsed.

BATTLE OF HILL 70.

CANADIANS' SPLENDID ATTACK.

London, August 15th.

Reuter's Correspondent at British Headquarters reports:—The Canadians, at 4.30 this morning, attacked Hill 70, which dominates the rise of ground north of Lens. The position was very strong, being literally honeycombed with trenches and redoubts, isolated posts, and was wired to an extraordinary degree.

It therefore seems pretty certain that there will be bitter and prolonged fighting in this district, assuming that the Germans are loyal to their traditional policy of promptly counter-attacking.

The weather is not ideal for infantry attack, and the night is showery, the result being that the ground is sticky and in a mashed condition, and difficult to advance over.

The principal advance was from the chalk pits north-east of Loos, which gained such an evil repute in the battle of September, 1915. To-day's operations necessitated a considerable degree of changing front and deploying of our flank, in all of which the battalions employed have been very fully rehearsed. Of course, in addition to the movement I have indicated from the chalk pits, there was a general advance along the whole battle front.

The first news that has come back is very satisfactory. The Canadians pushed forward on a front of over 5,000 yards to an extreme depth of about 1,500 yards. Hill 70 is well within the territory they have advanced over, and it needs only a glance at the map to enable appreciation of the great tactical value of this success in relation to Lens and beyond.

The battle is, of course, not yet over, and big as it is it is impossible to say how it may yet extend.

LATEST CABLES.

BRILLIANT PAGE IN WAR HISTORY.

General Currie's splendid Canadian troops by their splendid attack this morning have added a brilliant page to the history of the war. It also adds lustre to the Canadian victory to learn that the Germans were completely ready for battle and in no wise surprised.

A prisoner officer states they were told the attack would be delivered within half-an-hour of its actual development, and at many places they were awaiting it. The enemy put down a barrage within two minutes of the opening bombardment. The night was of the darkest and stormiest, but the rain ceased just before jumping off time.

BRITISH OIL-DRUM SHELLS.

Nothing indicated that anything abnormal was contemplated till the battle opened, then suddenly the artillery began to shower oil-drums, which went rolling over in convolutions of pink flame into the midst of the enemy positions. A creeping barrage roared forth a perfect cataclysm of sound, and the infantry began to advance at 4.25.

The fighting included the taking of Hill 70, Cite St. Laurent, and Cite St. Emilie. The resistance upon Hill 70 was not very great, although beyond the Germans fought stubbornly.

At its southern part the attack also met comparatively little resistance. Through the smoke barrage the Canadians could see the Germans fleeing, and when this did stop it was principally for the purpose of surrendering.

The enemy was completely demoralised by the cascades of fire which lit up vaporous fumes as the oil-drums emitted their contents.

A very large proportion of the captives are mere boys, which testifies to the serious problem which the man-power question in Germany is presenting.

The first phase had consisted of a sweep south-eastward from Bois-Hugo to the outskirts of Lens, which was developed with great success. The second phase involved a continuation of a south-easterly movement, accompanied by a heavy pressure further south. The struggle here continues extended to the southwards.

CANADIANS "HAVE THEIR TAILS IN THE AIR."

The Correspondent pays a tribute to the indescribably fine spirit of the Canadians, who, in their own phrase, "have their tails in the air." All are confident they have the Boche beat.

The scene of some of the sharpest fighting has been from the railway embankment north of Cite St. Laurent, from which boiling oil treatment cleared the Germans to 700 yards south.

The German airmen are more venturesome than usual, but ours are chasing them everywhere on the battleground. Tanks were not used, as the battleground is unsuitable.

THE BATTLE OF CHEMIN-DES-DAMES.

GERMAN NEED FOR SUCCESSES.

London, August 15th.

Reuter's Correspondent at French Headquarters, writing on August 14th, says it is noteworthy, despite the tremendous activity of the guns in other sectors of the Franco-British front and on both banks of the Meuse, there is no sign of relaxation in the enemy's effort north of the Aisne.

The battle of Chemin-des-Dames has continued without intermission since April 16th, and it seems a cardinal principle of German strategy never to let it flag. The enemy lately has trobled his artillery power in this region, and has brought the heaviest calibres into play. Never a day passes without fighting at Chemin-des-Dames, and this month half-a-dozen enemy attacks have been beaten off with serious loss.

Elsewhere on the French front, the Germans are showing activity which is only explicable by a nervous desire to pierce the veil which conceals the immediate intentions of the French by getting into our trenches, if only for a moment, to see what is going on behind.

During the past fortnight there have been attacks at Saint Quentin, in Champagne, and numerous attacks or attempted attacks on both banks of the Meuse, notably at Avocourt Wood, on the left bank, and Caurieres Wood, on the right bank, towards Saint Mihiel and in Alsace, all of which were no doubt prompted by a desire for knowledge rather than a hope of permanent gain.

In estimating the causes for the German activity on this front, the need of successes to impress their own public opinion is a factor which must be remembered.

Aerial Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN AERIAL REPRISAL.

London, August 16th.

A wireless Austrian official report states:—In reprisal for the aerial attack upon Pola, numerous aeroplanes attacked the Maritime Arsenal at Venice.

They successfully dropped 14 tons of bombs. They observed good hits, and there were conflagrations. Three machines are missing.

Russian front.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

THE RUSSO-RUMANIAN FRONT.

MORE HOPEFUL NEWS.

London, August 15th.

A Russian wireless message states:—The enemy occupied a height to the west of Okna.

The Roumanians repulsed attacks in the Casinu Valley.

The enemy did not attack yesterday at Focseani.

Our counter-attack drove out the enemy who had penetrated our trenches near Kredcheni.

LATEST CABLES.

GERMAN CLAIMS.

London, August 15th.

A wireless German official report states:—Russian attacks south-eastward of Tarnopol and southward of the Trostus Valley failed.

We pushed beyond Soveja.

We are pursuing the retreating enemy on both sides of the Putna.

We stormed the Baltaretu bridgehead on the west bank of the Sereth, capturing 3,000 prisoners.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

PREMIUM BONDS.

London, August 15th.

The Government has decided to appoint a Select Committee to enquire into the question of issuing Premium Bonds.

SPEECH BY PRIME MINISTER.

LUNCHEON TO NEW SOUTH WALES PREMIER.

London, August 15th.

Speaking at the luncheon of the Liberal War Committee to the Hon. W. A. Holman, Premier of New South Wales, at the House of Commons, Mr. Lloyd George said:—We must not forget that the progress made in the war mile by mile, in which we had beaten back the enemy, was due not only to the valour of our soldiers, but to the energy of the workers, which had given us a superiority in munitions and equipment. All honour to the workers. We are fighting for the victory of democracy over aggression. All other things wrapped up in Party programmes were not attainable unless we won.

Under the Constitution no section of the community had as large an interest in the victory of the Allies as the workers.

Nothing in the programme of Labour was achievable if the Allies are beaten. There was room for nationhood within the British Empire, and it was this federation of free peoples that was presenting such a formidable obstacle to the aggressive aims of German militarism.

The military position now held was largely due to the skill and industry of the workmen in the factories. Every victory in the field is a victory for the workers. Also, we must not forget the unparalleled way in which all the Dominions voluntarily came to the aid of the Mother Country. The strength of the Empire was due to their sense of kinship, fraternity and goodwill.

Mr. Walter Long said that Mr. Holman was among the first Dominion Ministers to preach that the doctrine of Empire was first and the traditions of a lifetime second to the successful prosecution of the war. We could regard with confidence the future burden of the Empire so long as we had Dominion Ministers like Mr. Holman and the people whom he represented.

Mr. Holman, in the course of a bold speech, advocated closer relations between the workers and the Government in order to avoid misunderstanding. He said the time had arrived when they should strike a balance between achievements like Messines and the wealth and labour thereby involved. He asked, "Has not the time arrived when frontal attacks should give way to other methods?" We must enter upon a policy of unceasing creation on the most scientific methods to develop aeroplanes in such numbers as to destroy enemy communications and compel surrenders in bulk.

THE POPE'S PROPOSALS FOR PEACE.

RECOMMENDATION TO THE GOVERNMENT.

The Westminster Gazette recommends the Government to consider what it would like to achieve as a result of the war. Then, putting aside prepossessions, to consider how much the achievement is likely to cost. Next, to consider not whether the Pope's proposals are inspired by Germany or acceptable as final terms, but whether they afford a basis for negotiation with a prospect of securing the necessary minimum required by the Allies. If this question is answered in the negative, the Allies should announce what is the necessary minimum, so that the world will not think, as Germany desires the world to think, we are persisting in the war for aim we could not and dare not avow.

BRITISH SHIPPING.

London, August 15th.

The Admiralty reports that the arrivals for the week were 2,776, and the sailings 2,066. Fourteen vessels over and two under 1,000 tons were sunk. Thirteen vessels were unsuccessfully attacked, and three fishing boats were sunk.

TURKEY AND THE ENTENTE.

PEACE DISCUSSIONS.

Amsterdam, August 15th.

The Handelsblad learns that discussions have been occurring for some time at Lausanne between representatives of Turkey and the Entente with a view to a separate peace.

EARLIER CABLES.

THE EX-TSAR SECRETLY REMOVED.

Petrograd, August 15th.

The ex-Tsar and family have been secretly removed from Tsarskoe Selo to a destination which will be announced later.

ON POLITICAL AND MILITARY GROUNDS.

Reuter's Correspondent at Petrograd says that complete secrecy shrouded the removal of the Imperial family, which was resolved upon in the middle of July, upon political and military grounds, by the Provisional Government, without consultation with the Soldiers' and Workers' Delegates. The Government took every precaution to ensure a safe removal.

LATEST CABLES.

TO SIBERIA.

Petrograd, August 16th.

The Bourgeois Gazette states that the Imperial Family were sent to Siberia by special train, accompanied by two members of the Government and military guards.

It appears that the Council of Workmen and Soldiers insisted upon the removal of the ex-Tsar, Tsaritzin and Tsarivitch from Tsarskoe Selo to a more remote part of Russia. Their daughters were given the choice of remaining in Petrograd, but they elected to accompany their parents.

EARLIER CABLES.

THE KAISER AND SUBMARINES.

London, August 15th.

Mr. Gerard, the former American Ambassador at Berlin, continuing his revelations, describes an interview he had with the Kaiser, in which submarining was discussed.

The Kaiser said that submarines had come to stay and that International Law no longer existed.

Dr. von Bethmann-Hollweg agreed, declaring that a person travelling in an enemy merchantman had no cause for complaint if injured.

LATEST CABLES.

KAISER'S HATRED OF ENGLAND.

LATER.

The chief interest hitherto in Mr. Gerard's revelations in the Daily Telegraph is the light they throw upon the character of the Kaiser. When Mr. Gerard protested against submarining the Kaiser always asked why the United States did not break the British blockade. He once declared that before he would allow his family to starve he would blow up Windsor Castle and the whole English Royal Family. He always wanted the United States to do something against England when Mr. Gerard protested against any German violation of International Law. On one such occasion Mr. Gerard retorted, "If two men enter my grounds and one stepped upon the flower-beds and the other killed my sister, I probably would first pursue the murderer." The Kaiser was not affected by such argument.

EARLIER CABLES.

BRITISH NAVY'S GROWING EFFICIENCY.

London, August 15th.

Colonel Repington, writing to the Times describing a visit to the Grand Fleet, says that the vastness of the armament leaves beholders dumb. The efficiency of the Fleet is one hundred per cent. higher than at the beginning of the war and fifty per cent. higher than at the battle of Jutland.

AMERICAN TROOPS IN LONDON.

London, August 15th.

A huge and most enthusiastic crowd witnessed the march of American Engineers' troops in the West End. The Stars and Stripes and the Union Jack were everywhere.

Their Majesties took the salute at Buckingham Palace, and Dr. Page, the American Ambassador, at the American Embassy.

The Cabinet meeting was adjourned in order to allow the members of the Cabinet to see them march past Whitehall.

MAJOR CARTER REWARDED.

London, August 15th.

In the House of Commons, Mr. Montagu announced that Major Carter, who exposed the medical defects in Mesopotamia, has been promoted to the rank of Lieutenant-Colonel.

GERMAN SUBMARINE MEN.

NO LACK OF CREWS.

One need not be an expert to understand that ships of every kind are useless unless there be available men to put in them. Quite frequently people who realise this much may be overheard arguing that Germany will eventually have to abandon her submarine campaign because she can no longer find crews for the boats. Never was a greater fallacy than this propounded. There exists no foundation in fact for such a belief. And it ought to be squashed as a mischievous agent which tends towards perpetuating our national failing of under-estimating the enemy's resources.

"But," protests someone, "Germany cannot for ever go on fighting men for fighting purposes." Quite true, neither can the Allies, although they may be able to outstay her in this respect. That, however, affects the argument very little. Rest assured that when the time arrives at which Germany has to lay up her submarines from lack of personnel to commission them the Allies will have become so war-weary and decrepit that Germany will not be worrying much about them.

In the popular view the submarine still remains a mystery ship which needs a specialist crew to navigate it. As a matter of fact, she is nothing of the kind. The more highly trained your crew the better, but such a crew is not indispensable. You can get along without it when you have to, and that is what Germany is doing. The point of consequence is that she makes shift successfully, and therefore we need not look for any lull in her submarine activities for this reason, no matter what comfortable theories may be about the subject. People who circulate them either forget or do not know that a submarine can be run by a few highly skilled men assisted by a number who are almost devoid of special knowledge. That may not be the ideal method of manning her, but it is the one which Germany started out, and it is the one circumstances have obliged her to adopt, and she is getting sufficiently good results to encourage her to continue indefinitely.

STANDARDISED SAILORS.

Every U-boat carries skilled navigators and certain other specialist ratings. The remainder of the crew may be marines or mere shipyard labourers. Sailors are not needed for the kind of work that falls to the lot of the "remainder." A long time ago Germany established a submarine training school in the Baltic and probably has one in the Brunsbüttel neighbourhood also. Men "told off" for service in U-boats are sent to these establishments and there put through a course of instruction. Owing to the system of standardisation introduced in building them, one U-boat resembles another so closely that "hands" drilled aboard the instructional craft at sea can be transferred to seagoing units without any loss of efficiency.

These "hands" may not reach British Navy standard—we know they do not—but they are good enough to get along with when leavened by a sprinkling of skilled. And for the supply of them there are still great reserves. Do not forget that Germany has all the ships' companies of her High Seas Fleet to draw upon when she requires men for submarine flotillas, as well as any other classes she may choose to select from. Ordinary considerations of naval policy carry no weight with a country whose only naval policy is to keep a submarine offensive going as vigorously as it can.

Germany is doing and will continue to do this by every means in her power. We must not, therefore, mislead ourselves into the belief that U-boats will one day be withdrawn from the sea through lack of men to man them. The supply of Hun pirates is a very long way from being exhausted. Quite a lot of them go pirating unwillingly; but they do go, and there are plenty more ready (if not very anxious) to follow them—so many that Germany is assured of crews for all the submarines she can send against us for a long time to come. But very few of these crews possess the quality of the earlier ones. That much we have learned.

Daily Mail.

THE EXPOSER OF THE MESOPOTAMIA SCANDAL. THREATENED WITH ARREST BY A SUPERIOR.

[BY "ONE WHO KNOWS HIM."]

One of the few bright features of the otherwise melancholy report of the Mesopotamia Commission is the fact that there was a man who took his courage in his hands, though faced with all those possibilities of failure, which can be brought about in official circles, and told the truth at all costs. That man is, to quote the report, "a Major Carter."

His name will live rather as "Carter of Mesopotamia" and his action will live like that of Dr. Russell, *The Times* war correspondent, who, in a similar fearless manner, told the truth about the sufferings of our soldiers in the Crimea. Of Carter, the Royal Commission speaks as follows:—

We wish to express our appreciation of the evidence given and the work done by Major Carter, I.M.S. (Indian Medical Service). He, by his persistence, brought to the notice of his superiors the terrible condition of the wounded when they arrived at Basra after Ctesiphon, and in other ways he revealed shortcomings which might have been ignored and left unremedied. His sense of duty seems to be most commendable, and he was fertile and resourceful in suggesting remedies. Scarcely, if ever, has such a reference been made to a witness giving evidence before a Royal Commission. But so admirably does the last sentence sum up Lieutenant-Colonel Carter, as he is now, that that fact is an additional reason for giving it here. If there is one thing above all others it is that Carter, throughout his whole career, has shown himself to be resourceful.

A FULL-BACK.

Robert Markham Carter, as I knew him twenty years ago when he walked St. George's Hospital, and when he figured as full-back in the hospital fifteen in the old days when we used to play at the Spotted Dog, Ealing, or wherever it was, was always resourceful, full of initiative. If his man had to be marked he was marked. So it has been throughout with Carter. Away up in the hills in India, in Mesopotamia before the war, on leave in this country (and he took seventeen special courses in one holiday), he was always storing away knowledge, which became useful, as we have seen from the Commission's report. Mesopotamia has illnesses and body troubles peculiar to itself and affords particular interest to the medical student.

As specialist in preventive medicine and bacteriology under the Government of India, Carter made good and eventually found himself Professor of Materia Medica, Pharmacy, and Morbid Anatomy, and Curator of the Museum, at Grant Medical College, Bombay. The mention of "museum" recalls the fact that Carter one day met, in the streets of Bombay, a native who had a leg ailment which was rare and which would have meant amputation at an early date. Calling the native to him, Carter explained the position and promised the native five rupees if he would have the leg amputated that afternoon. "Yes, Sahib," said the native. By five o'clock the amputation had taken place, the native's life was saved, and he was happy to the extent of five rupees. The next morning there was a procession of natives, fat, maimed, and blind, outside Carter's house clamouring for opportunities to earn five rupees.

"YOU CAN'T SEE HIM."

What Carter found in Mesopotamia after Ctesiphon so moved him that he endeavoured to rouse the responsible authorities to take action. He could do nothing, and eventually asked to see the Commander-in-Chief, Sir John Nixon. "Oh," he was told, "you can't see him—make your representations through the proper channels." Of course it was too much for a major to see a commander-in-chief. Carter struck to it. "I am going to see him if I wait here till half-past one to-morrow morning." He did not wait so long but saw Sir John. The Commission can tell the remainder of the story in its own way:—

Major Carter, who, as we have seen, was the first to disclose the medical débâcle after Ctesiphon, endeavoured to bring to the notice of the authorities in Mesopotamia the real condition of the wounded. On this account he was treated with great rudeness. Surgeon-General Hathaway, in writing to the D.M.S. in India on this subject, says: "The Army Commander, realising the injustice, ordered the D.A. and Q.M.G. and myself to deal with him (Major Carter) with reference to his objectionable remarks." And General Cowper, then D.A. and Q.M.G., told us: "I threatened to put him under arrest, and I said that I would get his hospital ship taken away from him for a medical case, interfering, interfering." The "meddlesome interfering faddist" had succeeded more than he knew, for he had moved the powers that be—after nearly being "broken," a term which not only Army men but civilians can understand. In fact, it was almost a crime for anyone to be seen talking to Carter. To him it fell to be sent home to supervise on behalf of the Viceroy the construction of hospital ships for the Tigris. One such hospital ship the King saw a fortnight ago, and after a careful visit left with the remark: "It is wonderful; there is here apparently all that modern science demands." Twenty hospital ships in 1915 might have saved thousands of lives. It needs only a reference to the brief communiqué issued by the Secretary for War last week to show that he has accomplished something: "The sickness during the last half of May shows a decrease of 55.35 per cent, as compared with similar figure for 1916."

The real reason is that, instead of drinking "diluted dysentery," the troops are now provided with gallons of germ-free water, that Carter's idea of a "meddlesome interfering faddist" was of having vegetable gardens for the supply of fresh vegetables from Basra is in being, that the fleet of transporters he suggested is in working order. Mere fads when life counts. There is a golden rule in medicine that means "Life before anything," and that golden rule Carter has followed.—Lwiget.

AFTER THE WAR.

A GERMAN FORECAST OF THE NEW PEACE.

There is a curious flight of fancy in one of the recent numbers of Harden's *Zukunft*, on what the world will look like three months after the ending of the war. It pictures a world at peace, in friendly international relationship, making use of the technical discoveries which have been made during the war for the development of commercial enterprise. It also explains the methods taken by the world to make further wars impossible; so that Maximilian Harden apparently looks forward to a reign of eternal peace as the result of the present conflict. The article, which is written by Herr Moritz Ernest Lesser, a professor of engineering, is, however, very German in spirit. The following quotations will give some idea of it.

"At the end of October, three months after the ending of the world war, the directors of the leading banks and industrial firms of Germany held a meeting to the number of three thousand in the building of the Reichstag, under the chairmanship of the Secretary for the Home Department, and founded the company for the development of and use of the inventions which had been discovered in the war. The object of the company was to employ in peace the technical progress which had evolved under the stress of war, and the capital subscribed was forty times as great as the balance-sheet required."

"Two weeks later the company for the building of private submarines was founded."

THE SUPER-SUBMARINE.

The object of this company was to build submarines for pleasure trips and to search for the treasure which had been sunk in the war:—

"Soon the great shipping lines built deep-going submarines, which were no longer dependent on the waves, and in which one could sail without sea-sickness. As these ships travelled on a cable laid under the sea, and were worked by an electrical current from the land, they journeyed at incredible speed, and an express boat made the journey from Hamburg to New York in forty-eight hours."

It was found possible to invent a submarine which could sink to the depth of 2,000 metres, and from this sprang the international company for raising the ships which had been sunk during the war. The work was an immense success, and as there were accurate lists of the places where the ships had been sunk immense sums of money were made. Also large profits were earned by taking passengers in these boats for exploring the bottom of the sea. Ships were found which had gone down centuries ago, and one expedition in particular was fitted out to recover the treasure of a whole continent which had been sunk in a Spanish armada. Moreover, rich veins of coal and metal were discovered in the sea."

Meanwhile wireless telegraphy was perfected, until it was possible to send a current round the entire earth. It was also possible to supply all airships at a certain height from the earth with this current. In this year was founded the company for a passenger and parcel air service without petrol, which served all the important points of the world. The parcel traffic no longer needed human pilots, because the airships which were built for the purpose were guided from the land, an invention which was known before the war."

COMPLETE DISARMAMENT.

"At the same time the Peace Congress at The Hague, which represented all civilised nations, decided on the complete disarmament of the world without any restrictions. It had been learnt that every great Power had a number of large unmanned aeroplanes loaded with thousands of bombs which were to be let loose by wireless current at the first mobilisation over all the important towns of the enemy to explode their cargoes by the same means. In this way every hostile town and place would be reduced to ruin in a few hours. This meant that there could no longer be any more war."

The writer then describes the immense growth of the big cities and the extraordinary traffic problems that arose. These, however, were solved by setting pavements and even streets in motion. One discovery followed another, and in America the spectral film vitascope company brought the pictures of distant events as they happened to the theatre and private house. And among these discoveries was one for preserving the heat of the sun which did away with the necessity for coal."

"And finally, as inventions reduced the trouble of living more and more, and more, and people began to lose the use of their limbs, since everything was done for them, a world conference was assembled which forbade anyone to invent anything more."

This is, of course, mainly fooling in Wells' lightest vein. But it is not without its interest in giving one a clue to the German mind which in speaking of the future and a world from which war has been banished still measures everything in terms of material possession and advancement and gives no place at all to any change of spirit or any ideal conception of the world. According to this, the peace conference of the future will only agree to disarmament because the methods of war have been developed to such a pitch that it will be to no one's advantage to continue war. Even Germany would consent to general disarmament before the unmanned aeroplanes, with its load of bombs scientifically guided to an exact spot. It is hardly an encouraging sign of the growth of moral opinion in Germany that such an article should appear in a review which has a world-wide reputation.

BUDGET WITHOUT FIGURES.

The Budget speech recently made by the new Austrian Minister of Finance, Dr. Spitzmuller, contained little more detailed information than the Budget itself, which is entirely without figures. By way of explaining this omission, the Minister said, in effect, that the presentation of an ordinary complete Budget would have shown an enormous deficit, which would have been misinterpreted abroad, and would have placed Austria in a most painful situation before the whole world.

UP A WIRE ROPE TO THE FRONT.

[BY HAMILTON FYFE.]

There is on the Italian front a mountain, one of the highest of the Dolomite group, nearly 10,000ft., considered a pretty hard climb. To reach the summit from Cortina takes the best part of a day. Only hardened climbers can reach it.

I left Cortina one morning at seven, and before nine I was on the top of this mountain, looking round upon a panorama of peaks, far as eye could see north, south, east, and west, and down into the valley, where the village seemed a shattered handful of pine-cones, the river a mere silver thread.

Of course I had not walked up. Exclude, equally, the possibility of motor-aid. Italian military engineers have done such marvels in the way of mountain road-making that one might believe they could compass the impossible. But the rocky Dolomites rise up too sheer to allow of their being ascended by any but the narrowest paths. How had I got to the top, then? I had gone up by Teleferica, or rather by two Telefericas. I had climbed into a narrow box like a wide coffin, just room for two people, and this box, slung on a wire rope, had been tugged upward, sometimes at an angle approaching the perpendicular, until it landed me only a hundred feet or so below the peak.

Immediately I arrived I was asked by a brisk little captain of Alpini what I thought the sensation was like. I replied immediately: "Like flying in an aeroplane."

Aeroplanes, it is true, move very fast. The Teleferica coffin moves slowly (thank goodness). But from an aeroplane you see the ground apparently passing beneath you, in just the same way as you watch it from your wire rope. The far greater height of the aeroplane counteracts the effect of its speed, so far as the earth and the eye are concerned.

Not that the Teleferica keeps near the ground. It swings you at times in mid-air many hundred feet above rocks, loose stones, or snow. You rise, as a rule, gradually. First you notice the trees, then the ground, then the ground becomes rapidly more minute. The Teleferica Station diminishes. You feel you must take hold of the sides of the car. You grip them tightly. You look over the side and wonder whether it would be preferable to fall on to rock or snow. You speculate as to what would happen if the motor, which is tug-tug-tugging you, were to break down.

Now we are nearing the earth again. But only for a short space of seconds. Up soars the rope, the coffin tilts dizzily; I feel as if I might slide out. Every instant fresh summits come into view. We are rising at the rate of nearly 200ft. a minute. Turning my head to find out how far the goal is, I see the rocky sides of the mountains about to close in upon us. Vague, sinister memories of an Edgar Allan Poe-ish character flit through my perturbed mind. We plunge from sunlight into the shade of the rock-masses, and shiver. I have no desire now to lean over and look down. I keep my gaze fixed upon distant lofty peaks. An involuntary glimpse into the valley 7,000ft. below makes my head swim. I force myself to make a flippant remark. Next minute we have reached our stopping-place. I get out gratefully, but very glad I came.

These are some of the sensations of a voyage in a Teleferica. I must add to them the illusion of the ground sinking suddenly beneath your heels, which accompanies the first sight of the wire rope upon which you are to travel, soaring vertiginously into space, so that you tilt your head back to follow and have difficulty in keeping it in view. But very quickly these sensations wear off. I came down from this Dolomite mountain without any whatever. I grew as much at ease travelling in coffins on wire ropes as the suburban season-ticket holder is in his suburban train. Familiarity bred not contempt but grateful friendliness, and a limitless admiration for the skill and the Teleferica engineers who have so simplified the difficulties of transport on these mountain fronts.

Everything that is needed by the Alpini troops who are making war on the roof of the world is sent up to them by wire rope. Where they dwell there is nothing but rock and snow; not a tree, not a blade of grass. All building materials must be obtained from kindlier regions. Day and night I have seen Telefericas carrying up wood for stoves.

"What a business! What a labour!" I said to a young officer with me.

"That!" he said. "That's nothing. For a long time it all came up on men's backs. Now we're signori."

"And you—how did you get up then?" "Walked, or else like this." He seized the end of a rope which dangled from above and sprang up the rocky, straight side of the mountain, using his arms to pull himself up by and his legs merely to keep himself off the jagged wall.

"Mind you don't slip," one of them said reassuringly as I scrambled and struggled, holding a rope firmly, to the very top of the Dolomite mountain. "If you do, you'll go down to Cortina without stopping."

They are a gay, songful, chaffing company, the Alpini—when they have no fighting to do. Set them on against the Austrians, and they are changed men. They harden; they become fierce. On the march they are more like Condottieri of the Middle Ages than modern troops. They set their green felt feathered "Alpine" hats at a rakish, devil-may-care tilt. Carrying alpenstocks as well as rifles, one on either shoulder, they rest their packs on the cross formed behind their necks. They look like soldiers of fortune, like men who, on the whole, enjoy their trade.

Their gaiety is streaked with discomfort, and even suffering, in their high Alpine positions. Drinking snow water, for example, causes internal irritations. (Continued at foot of next column.)

THE PRUSSIAN CODE. CURIOUS ARBITRARY AND ARTIFICIAL STANDARDS OF HONOUR.

One night in the autumn of 1914, shortly after the war began, one of my friends sat in Baron Carl von Schubert's house, in Berkeley Square, drinking whisky and soda with a German officer. They had dined together at the Carlton. Von Schubert had been secretary of the German Embassy at London and had returned to Berlin in the trail of Prince Lichnowsky at the outbreak of the war, leaving his house in charge of an English caretaker.

The German officer who was living in it had been taken off a ship returning from Africa. He was detained in London pending an arrangement for his exchange. He was a Prussian baron, did like other Germans of his class, was a servant of the State. He was at one and the same time an aviator, an officer in a cavalry regiment, a member of the permanent German diplomatic establishment, and had been in Africa with the minister of colonial affairs "on consular business." While in London he had the run of the town within a radius of five miles of Berkeley Square. He had been at Oxford and knew many people in England. Some of the men in the British Foreign Office had been with him at Oxford, and they had been friends there before the war. He was commonly to be seen lunching and dining at the smartest West End hotels and restaurants.

His case and his attitude interested me because his treatment was so typically British. He was presumably a gentleman fallen upon evil days, and, therefore, to be treated with great courtesy and consideration and kindness. They knew how badly he wanted to be at home, fighting, and they tried to make his detention as easy and as pleasant for him as possible.

This night as he sat in Berkeley Square drinking his "visky-soda," as he called it, with my friend he was restless and irritable.

Suddenly he burst out: "Damn England. Damn these English! If they hadn't come into this war it would be nearly over now and we should have won. We didn't believe that England would fight. We thought we knew she would not. But we shall win, and this war will make Germans fashionable. Everywhere the English, the Americans and the French are received. So are the Russians. They go into the best society. It is only the German is discriminated against. It is not fashionable to be a German. People say 'He is a damn German!' and don't receive him, except officially. When we win this war we shall change all that. The German will go ahead of everybody."

My friend was taken aback. "But," he said, "you are well treated here. Everyone is kind to you. I saw two of your Oxford friends come to your table at luncheon yesterday to ask whether they could do anything to keep you from being bored."

The German was grinding his teeth. He had worked himself into a proper Prussian rage. "I hate their kindness! I hate their soft, friendly ways! They treat me as if I were harmless. I might be a little poodle dog, running about! They don't take a German officer seriously. I may go where I like, hear what I like, see what I like. I am a trained officer. I might be a baby for all the precautions they take against me. They have no fear that I am powerful enough to hurt them."

My friend came away. As he came down the stairs, he told me, he thought of Guy Wetmore Cary's lines: "Whereat the bull discreetly coughed and moved away, as well he might, Considering the wretched taste that marked the thing."

The German officer has curious arbitrary and artificial standards of honour. He not only breaks his parole, but he headed that he will not attempt it at the command of a superior. They feel degraded and humiliated by little things that are beyond explanation. I remember encountering a German officer in England who belonged to the general staff. He had been taken prisoner. He was detained with some of his brother officers at a big country house in Wales, which had been converted into a camp for officer prisoners. They slept two, three and four in a room; and this staff officer was furiously indignant and outraged because a fellow officer who did not belong to the staff had been put into the same room with him. He said it was a disgrace that he could not endure.

The story of the misbehavior of Captain Reckhammer of the German cruiser *Goeben*, when he was fished out of the water and made a prisoner at the battle off the Falkland Islands, is known throughout the British Navy. When he was rescued he was given free run of the British admiral's quarters and furnished with clothing. He behaved like a boor and a savage. He complained bitterly because the day clothing that he was provided with did not fit him perfectly.

The French and the British have learned since this war began that the word of honour of a German officer does not mean anything, and that he does not offend against his own code when he lies or breaks his pledged word in what he conceives to be the interest of the German state. In this he obeys his Prussian teaching.—E. G. Lowry in *Saturday Evening Post*.

Snowstorms lasting for days may delay food supplies. There are rats and vermin even among the eternal snows, undesirable things, surreptitious travelers by Teleferica. The cold in winter is a pain. In summer the dambo of snow makes eyes painful, and blind, if goggles are not regularly worn. Existence is for the most part uneventful. The tedium of being thrown entirely upon their own resources is wearing, upon the officers especially. Their faces are burnt almost black. They have developed robust physique, which gives many of them the appearance of prizefighters in training. But for active-minded men it is a truncated kind of life.

WAR SAVINGS.

In the good old days when your great grandpapa was stopped on the high-road and two horse-pistols were levelled at his head, the demand was:—

Your Money or Your Life.

To-day, when your country is fighting for its existence, the same demand is made of you. The highwayman, however, is YOUR CONSCIENCE, and the two pistols are called HONOUR and SELF-RESPECT. No "frightfulness" is needed, but the demand is insistent and you cannot escape it.

If, therefore, you have not already joined the War Savings Association, you will

FILL IN THE ATTACHED FORM

and

SET YOUR CONSCIENCE AT EASE.

UNION INSURANCE SOCIETY OF CANTON, LTD.,

Honorary Secretaries and Treasurers,

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION,

Queen's Building, Hongkong.

I enclose {Cheque
Notes to the value of \$..... and shall be glad if you will enrol me as a member of the Hongkong and South China War Savings Association, by the rules of which I hereby agree to abide.

Signature.....

Address.....

"ASAHI BEER."



SOLE AGENTS:
MITSU BUSSAN KAISHA
Tel. No. 230 or 155

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA BOMBAY, EGYPT,
MEDITERRANEAN PORTS
AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, AMERICAN, CONTINENTAL,
AND SOUTH AFRICA PORTS.

THE Homeward Mail Steamer, carrying
His Majesty's Mails, will be despatched
from this port as usual, taking Passengers
and Cargo for the above Ports. Passengers,
accommodation in the connecting vessel
secured before departure from Hongkong.
Silk and Valuables and Tea and Cargo for
Italy, France and London (under arrange-
ment) will be conveyed by this Steamer
proceeding via Bombay to Marseilles and
London.
Parcels will be received at the Office until
3 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, sailing dates, etc.
apply to

E. V. D. PARR,
Superintendent.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship
"GREGORY APCAR"
having arrived from the above Ports, Consignees
of Cargo by her are notified that all Goods
are being landed at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Ltd., whence and/or from the wharves delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th inst. will be subject
to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 15th August, 1917.

CHAPOTEAUT'S
MORRHUOL

Superior to Emulsions or Cod
Liver Oil.
Each tiny Morrhual capsule re-
presents the medicinal value of a
teaspoonful of oil.
Recommended at the Paris Aca-
demy of Medicine for loss of
appetite and flesh, to patients with
consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

CANADIAN PACIFIC

OCEAN SERVICES LIMITED
TRANS-PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver
In connection with the Canadian Pacific Railway

EMPRESS OF ASIA EMPRESS OF RUSSIA.

30,625 tons displacement. 30,625 tons displacement.
Electric Heat in Every Cabin. Electric Light in Every Cabin.
One, Two and Three Room Suites with Private Bath.
Laundry—Gymnasium—Verandah Cafe.

EMPRESS OF JAPAN. MONTEAGLE.

11,000 tons displacement. 12,000 tons displacement.
Twin Screw Steel Steamships, with Modern Accommodations.
Excellent Table. Reduced First Class Fares.
S.S. "Monteagle" calls at Moji instead of Nagasaki. ALL STEAMERS call at Shanghai
both East and West Bound.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Railway
to all Overland Points in Canada and the United States, also to Pacific Coast Ports,
European Ports and the West Indies.
For information as to Passage Fares, Freight Rates, etc., apply to
Agents:

HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—KOBE—YOKOHAMA.

J. B. SHAW, Tel. 42. J. H. WALLACE,
General Agent, Passenger Dept., Hongkong. General Agent, Hongkong.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

WILL despatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT
SAID and MARSEILLES

SHANGHAI, MOJI & KOBE.

LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT
SAID and MARSEILLES.

SHANGHAI, MOJI, KOBE and YOKOHAMA.

LONDON AND BOMBAY via SINGAPORE, PENANG, COLOMBO,
PORT SAID and MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to
Europe for two years, or Intermediate Ports for six months. Round the world and
through tickets to New York, at Special Rates.
For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC.,
apply to

P. & O. S. N. Co.

E. V. D. PARR,
Superintendent.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

MANILA LINE—SAILINGS TO SAIL.
HAIPHONG LINE—SAILINGS TO SAIL.
SHANGHAI LINE—SAILINGS TO SAIL.
MANILA LINE—SAILINGS TO SAIL.
HAIPHONG LINE—SAILINGS TO SAIL.
SHANGHAI LINE—SAILINGS TO SAIL.

These steamers have excellent passenger accommodation, are fitted with electric light
and carry a fully qualified Surgeon.

This line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through
tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through
Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
accommodation, sailings from both ports every Saturday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, sailing at
Hocho when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a
steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala, Jesselton, Labuan, Tawau and
Labad Dain.

YIENTSIN LINE—A regular service is run from March to October between Hong-
kong and Tientsin, calling at Weihaiwei and Chiaofoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS, All European
Passengers leaving the Colony for Straits Settlements are required to produce on
arrival at destination passports with their Photographs and description affixed thereto.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
General Managers.

Telephone No. 215.



THE ROYAL
MAIL STEAM
PACKET CO.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND

INTERMEDIATE PORTS.

Please Apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Telephone No. 215, Sub. Ex 10.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
HONOLULU TO SAN FRANCISCO.
SEPT. 5-NOV. 16, 1917.

AN UNSURPASED HIGH-CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.

O. L. MITCHELL, Agent and Passenger Agent,
P.O. Box 11, 1st Floor, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

All Steamers fitted with Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and
have accommodation for a limited number of Saloon Passengers. All
steamers carry a duly qualified surgeon. Cargo taken at through rates
to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building, 1st Floor.

Telephone No. 1574

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

MONTHLY SERVICE BETWEEN

NETH. I DIA. MANILA. HONGKONG & SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI.
Subject to Change Without Notice.

S.S. "TIJIKEMBAH" ... 21st August.

The Steamers have accommodation for a limited number of Saloon Passengers and
carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United
States of America and Canada.
For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

York Building

Managing Agents.

"NEDERLAND" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "NEDERLAND")

"ROTTERDAM LLOYD" ROYAL MAIL LINE

STOOMVAART MAATSCHAPPY "ROTTERDAMSCH LLOYD"

JOINT SERVICE

Between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU.

Steamers	Tonnage	to sail
"RINDJANI"	8,000	15th August
"VONDEL"	10,000	12th Sept.
"ORANJE"	8,000	12th Sept.
"KONINGIN DER NEDERLANDEN"	15,000	20th Sept.

These Superior Passenger Steamers have accommodation for First and Second Class
Saloon Passengers.

For further particulars please apply to

JAVA-CHINA-JAPAN LIJN.

Agents.
JAVA PACIFIC MAIL SERVICE.

SHIPS
ENGINES
BOILERS
MOTORS.

TAIKOO DOCK

Shipbuilders,
Boilers,
Engineers,
Electricians,
Mechanics,
Painters,
Plumbers,
Roofers,
Tinsmiths,
Welders,
Wiremen,
Woodworkers,
Yardmen,
etc.

Agents for John I. Thornycroft & Co., Limited,
Representative in Hongkong and Shanghai.
Representative in Hongkong and Shanghai.
Representative in Hongkong and Shanghai.

Telephone No. 111.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
BAGGAGE collected, forwarded and insured at lowest rates.
Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and
Fares from the Far East to all parts of the World will be forwarded free on application.
Telegraphic address "COUPON"
Telephone No. 624.

Hongkong Hotel Buildings, corner of Fadder Street
and Des Voeux Road, HONGKONG.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

WEATHER REPORT.

On August 16th at 12.30.—No returns
from Japan, Vladivostok and Indo-China.
Pressure has decreased slightly over Formosa
and the Philippines, and increased slightly
elsewhere; it is probably higher in the Pacific
to the south of Japan. A relatively low sea
extends from Annam across to the Philippines
to the Pacific; a typhoon has formed in its
eastern extremity. At 6 this morning it
was situated in Lat. 16 deg. N., Long. 123 deg.
E., moving W.N.W.

Hongkong rainfall for 24 hours ending at
10 a.m. to-day, 0.00 inch. Total since 1st
January, 89.49 inches, against an average of
69.71 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

District	Forecast
Hongkong to Cap Rock	(N.E. or variable winds; light to moderate; fair.
Formosa Channel	(The same as No. 1.
South Coast of China between Hongkong and Lianao	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG'S STORM SIGNALS

A NEW CODE.

New local and non-local storm
signals codes will be introduced
at Hongkong on July 1st, in place of
the old Local Code and the China Coast
Code.

The principal change in the Local Code
is that the new signals will show the
direction from which the gale is expected,
whereas the old signals showed the position
of the typhoon. The latter will be
indicated, as heretofore, by the non-local
signals. The new Local Code is given
below:

Signal	Symbol	Meaning
1.—Red cone.		A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2.—Black cone.		Gale expected from the North (N.W. to N.E.).
3.—Black cone		inverted.—Gale expected from the South (S.E. to S.W.).
4.—Black drum.		Gale expected from the East (N.E. to S.E.).
5.—Black ball.		Gale expected from the West (N.W. to S.W.).
6.—Double cone.		

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(REDFRAX & ECKENALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.

or to, Rix & Co., Canton.

General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STRAITS TO SAIL

THINGTAO, WEIHAIWEI, CHEFOO and TIENTSIN "KUICHOW" ... On 17th Aug., Noon.
SHANGHAI ... "ANHUI" ... On 19th Aug., 4 P.M.
SHANGHAI ... "SUNNING" ... On 21st Aug., 4 P.M.
SHANGHAI ... "SHANTUNG" ... On 23rd Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amidships; Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone 26

Agents

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

"HAITAN" ... | Capt. A. E. Hodgins ... | FRIDAY, 17th Aug., at Noon.

"HAIRONG" ... | Capt. J. W. Evans ... | FRIDAY, 24th Aug., at Noon.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIR & CO.

General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are

equipped with all modern appliances and carry a fully qualified Surgeon.

For Freight or Passage, apply to

DAVID BARSDEN & CO., LTD.

Agents

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at Marseilles	Due at London
COLOMBO	1917	Str. from Colombo	1917	1917

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available to Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS,

WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWITZERLAND, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON-PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave Hong Kong	Leave S'pore	Due at Marseilles if sailing about	Due at London
The Intermediate Service is	Temporarily	Suspended.		

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADAGASCAR.

VICTORIA, B.C. and SEATTLE | SADO MARU | THURSDAY, 23rd
via KEELUNG, SHANGHAI | Capt. Shinohara | 12,500 | Aug., at Noon.
MOJI, KOBE, YOKOHAMA | SHIDZUKA MARU | WED. DAY, 12th
SHIMIZU and YOKOHAMA | Capt. Noma | 12,500 | Sept., at Noon.

SYDNEY and MELBOURNE via MANILA ZAMBOANGA THURSDAY ISLAND TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG and BANGKOK.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

YAGASAKI KOBE and S. TANGO MARU | SATURDAY, 18th
YOKOHAMA | Capt. Soyeda | 13,500 | Aug., at 11 A.M.

YAGASAKI KOBE and S. KITANO MARU | SUNDAY, 2nd
YOKOHAMA | Capt. Cope | 16,000 | Sept., at 11 A.M.

YAGASAKI KOBE and S. HIRANO MARU | SATURDAY, 15th
YOKOHAMA | Capt. Fraser | 18,000 | Sept., at 11 A.M.

YAGASAKI KOBE and S. FUSHIMI MARU | SATURDAY, 15th
YOKOHAMA | Capt. Iriawa | 21,000 | Sept., at 11 A.M.

YAGASAKI KOBE and S. TAISEO MARU | MONDAY, 20th
YOKOHAMA | Capt. Ogawa | 8,000 | Aug., at Noon.

YAGASAKI KOBE and S. ASAKI MARU | WED. DAY, 22nd
YOKOHAMA | Capt. Koma | 8,000 | Aug., at Noon.

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.
(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.

For Further Information, apply to—

Telephone Nos. 262 and 263

NIPPON YUSEN KAISHA.

K. MOBI, Manager

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hong Kong
NI-PON MARU	11,000	SATUR., 25th Aug.
SHINYO MARU	22,000	FRI., 17th Sept.
PEBSIA MARU	9,000	SATUR., 22nd Sept.
KOREA MARU	18,000	FRI., 5th Apr.
SIBERIA MARU	18,000	MON., 15th Oct.
TENYO MARU	22,000	FRI., 26th Oct.

The s.s. "Nippon Maru" and s.s. "Pebsia Maru" omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.
THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

ANYO MARU ... 18,500 Tons
KIYO MARU ... 17,200 ..
SEIYO MARU ... 14,000 ..

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd., and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

Telephone Nos. 2274 and 2275.

T. DAIGO, Agent,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.

SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

A STEAMER will sail for Saigon Direct on or about Aug. Taking Passengers and Cargo.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return tickets from 1st June, 1917, to 31st October, 1917, and interchangeable only with PENINSULAR and ORIENTAL S. N. Co. for return journey.

FARES: TO KOBE, \$135.00; TO YOKOHAMA, \$150.00

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

P. THOMAS, Agent,
Queen's Building.

Telephone Nos. 740.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

North American Line.

(TRANS-PACIFIC)

FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.

"CHICAGO MARU" ... TUESDAY, 28th Aug., at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Manilla, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manilla, Sandakan and Makassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Auping, Takao, via Swatow and Amoy.

"AMAKUSA MARU" ... MONDAY, 20th Aug., at Noon.
"JOSEPH MARU" ... FRIDAY, 24th Aug., at 10 A.M.
"KAISO MARU" ... SUNDAY, 26th Aug., at Noon.

These Formosa Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 74 will be used.

For FURTHER INFORMATION, apply to—

Telephone Nos. 744 and 745

M. HIGUCHI, Manager,
No. 1, Queen's Building.

BEFORE LEAVING FOR HOME
ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.

INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES

24 PAGES

24 PAGES

